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COUTURE.

Hongkong Sunday Herald.

SOUTH CHINA'S BEST ADVERTISING MEDIUM.

HONGKONG \$ DIRECTORY
1929 issue

CANTON SECTION.

This section is now being compiled. All firms are requested to send in full particulars, stating names in English & Chinese, Nature of business, Names of Staff, Agencies, etc. All particulars are inserted free of charge except in special cases. Send in your particulars NOW to

THE HONGKONG DOLLAR DIRECTORY CO.
3A, Wyndham Street.

Vol. III No. 255

號十二月一年九十二百九千一英

HONG KONG, SUNDAY, JANUARY 20, 1929.

日十初月二十年辰戊次歲年八十國民華中

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Man is happiest
WHEN DISPENSING GOOD
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It calls for discrimination, and
a real knowledge for the
subtleties that make for happy
friendship.

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SCOTCH WHISKY

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"VICTORIA VAT"

As supplied to the
House of Lords and
House of Commons.

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VARIES!**

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& CO., LTD.

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DALLMEYER
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**POCKET
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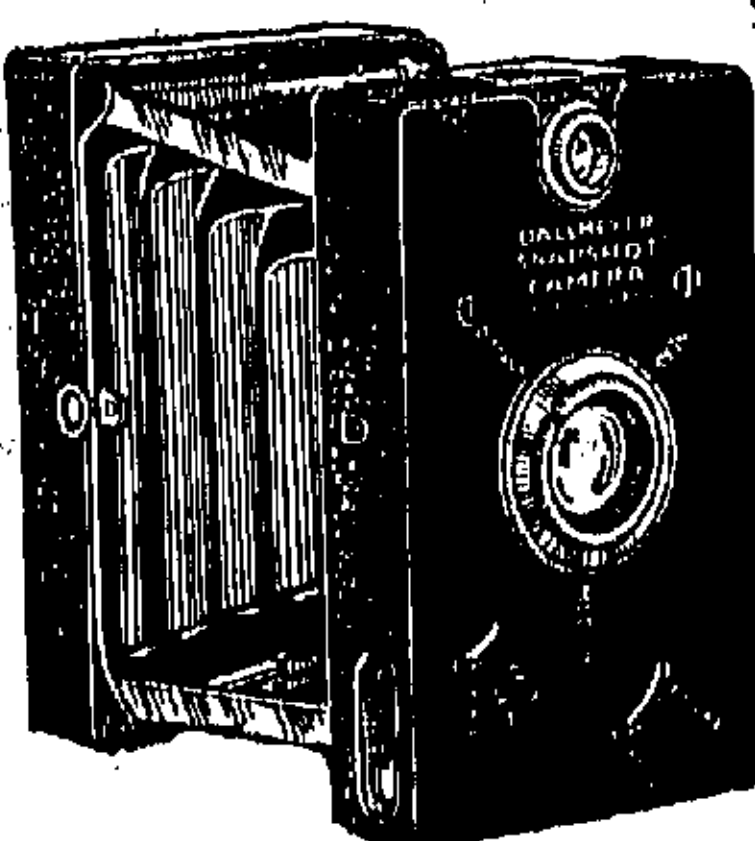
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F.6, Stigmatic Lens,
FOR FILM PACKS.

3 1/2" x 2 1/2"



Complete with

Morocco Leather Case

\$40.00.

From all Dealers.

TRAIN SMASH

EUROPEANS INJURED ON KOWLOON LINE

MIRACULOUS ESCAPES

Afternoon Train Derailed Without Fatalities

EXCITING INCIDENTS

An alarming, but fortunately not fatal, accident occurred yesterday on the Kowloon-Canton Railway, when Train No. 22, en route from the terminus to Shumchun, was derailed at a point between Shatin and Taiipo, 10 miles from Kowloon.

The coach was wrecked, and the escapes of the passengers almost miraculous. Two Europeans were injured, one a lady, but both pluckily "carried on" as best they were able, refusing all offers of assistance. Their names were not obtainable, and it is presumed that they did not wish to give them.

Traffic on the line was completely suspended for over two hours, after which trains were run to either side of the wreck and passengers changed over.

Ambulances and motor-cars were rushed to the scene, but happily were not needed. The wrecking gang were early at work, and by 7 p.m. the line was clear for through traffic.

The accident was singularly troublesome, in view of the increased traffic due to the Fanling Race Meeting.

TRAFFIC SUSPENDED FOR TWO HOURS

The coach, which was despatched from Kowloon on time, left Shatin with 19 passengers, including three European ladies, and five or six Chinese. Some of the company were golfers, but the majority were going out for the weekend in the country.

The accident occurred in the middle of a small cutting, with high banks on either side. The line takes an awkward curve here, and the driver, Lee Wing, first noticed trouble when he felt the coach jump.

smash. Afterwards, some of the passengers expressed indignation, claiming that more attention was paid to the whereabouts of certain spare sleepers, than to their own unfortunate condition. At about 4.30 p.m. two Europeans volunteered to carry the lady up the steep ascent. Before they had gone far, the stretcher, taken from the wrecked train, broke. Another, from the Taiipo engine, was requisitioned. Mr. Hung was assisted up the hill by Mr. J. F. Grose and Mr. S. M. Churn, whilst the more fortunate passengers assisted others.

To the Rescue

The first news of the accident was received at Kowloon terminus at 3.25 p.m. The staff, European and Chinese, was hastily mobilised. An ambulance and five motor-cars were rushed away to the scene (the message having stated that two passengers were injured). Soon afterwards, the wrecking train, equipped with a 65-ton crane, was despatched. Traffic, of course, was at a complete standstill, and curiosity became more acute as the time passed with neither departures or arrivals in the station.

It was feared, at first, that the casualties were really alarming, but a more reassuring message was received at about 5 p.m. when it was stated that it had not been found necessary to use the ambulance.

Later, at 5.20, it was found possible to run a "pilot" system, and at 6.40 a passenger train was despatched.

Clearing Up

A "Sunday Herald" man, who rode up on this train, found the wrecking gang working at top speed. The wrecked coach was practically clear of the track, the damaged section of which had quickly been repaired. On the other side of the wreck stood the down train from Shumchun, which left there at 8.08 p.m. only to be held up at Taiipo.

Upon the arrival of the train from Kowloon, a general "family post" ensued, passengers changing from one train to the other. Both trains returned to their termini, thus maintaining a service, however depleted.

Before 7 o'clock, it was authoritatively stated that the track was clear, the coach having been shifted to the side of the track, and supported by substantial blocking. When our representative returned to Kowloon terminus, a train was waiting to convey the many passengers to the Shumchun end of the section. The travellers from the country made a belated arrival in Kowloon at 7.25 p.m.

Mrs. Mose, wife of Mr. C. Mose, of Messrs. Dodwell & Co., Ltd., underwent a serious operation during the week in the French Hospital, but is now progressing toward convalescence.

Stanley McNider, of the "China Mail" staff, is now making satisfactory progress after his serious illness of a week ago.

SHARE SENSATION

Dramatic Arrest of a
"Jobber"

FORGED SCRIP?

Alleged Attempted Fraud on
Broker

Distinct newswomen was exhibited by the brokers in Ice House-street yesterday. That there was very good reason for this will presently be shown.

The share market, which for reasons well known, has not been healthy for a considerable time, appeared to be in its death throes yesterday. Those connected with it wore a gloomy look, which seemed to indicate that there was no hope for the "patient."

It is doubtful if even a dollar's worth of share business was done in "Brokers' Alley" yesterday. There had not been much business doing, anyway, ever since the Government mooted the "Stamp Bill," but even the usual small share transactions were left untouched yesterday.

Share scrips were subjected to unusually careful scrutiny, and even then business was put off until to-morrow, no broker being willing to "close" on the spot. The couple or so of scrip holders

HAVE YOU WON?

The Big Sweep

No. 4,914	\$2,295.30
3,210	655.80
5,532	327.90
Unplaced ponies (\$52.10) each	
Nos.—5,660, 2,764, 2,761, 2,958, 1,954, 835, 432.	

No. 16	\$107.80
20	30.80
35	15.40
Unplaced ponies (\$10) each	
Nos.—17, 32, 11.	

Race II.

No. 56	\$140.70
45	40.20
41	20.10
Unplaced ponies (\$10) each	
Nos.—20, 35, 27, 33, 2, 8, 31, 37, 34, 62.	

Race III.

No. 8	\$167.30
30	\$47.80
44	\$23.90
Unplaced ponies (\$10) each	
Nos.—83, 23, 51, 42.	

Race IV.

No. 40	\$170.10
47	\$48.60
58	\$24.30
Unplaced ponies (\$10) each	
Nos.—33, 34, 54, 12.	

Race V.

No. 36	\$193.90
60	55.40
45	27.70
Unplaced ponies (\$10) each	
Nos.—19, 33, 71, 68, 18, 46.	

who wished to sell received vague reasons for this hesitation about doing "spot" business, and retired puzzled at the "wait until Monday" attitude of the brokers.

"Watch Everything"

Talk amongst the brokers themselves consisted of whispered, code-like phrases such as "Watch everything," "He'll be up on Monday," and so forth, which were, of course, not understood by those not "in the know."

That there existed a story behind this unusual state of affairs was the suspicion of a "Sunday Herald" man who heard some of this talk, and accordingly he got on the scent. He discovered that there was very good reason for all this wariness amongst the brokers.

The story goes back to Friday afternoon when Ice House-street was electrified by the arrest of a Chinese in the office of a local Portuguese broker in Exchange-building, for alleged attempted fraud on the broker in question.

The arrested man, who bears a well-known local Chinese surname, is the son of a respectable Chinese resident who had been a broker for a number of years. Since about 1928 the son had been what is known amongst the brokers, a "jobber," in which capacity he became known to the habitués of Ice House-street.

(Continued on Page 28.)

SASSOON CUP

GOOD SPORT AT STEEPLECHASES

TWO RIDERS' DOUBLES

Lt. Shillington Is Holder of Military Trophy

MR. L. REIDY RETURNS TO WINNING FORM

Excellent sport was witnessed by a large attendance yesterday at Kwai race course, New Territories, at the New Year steeplechase meeting of the Fanling Hunt.

Everything needed for success was there. Fields were bigger than usual. Finishes were exciting. Punters were pleased because four favourites won in the five events. All of them, incidentally, returned less than evens on the "tote."

Lt. J. G. Shillington of the 2nd Batt. King's Own Scottish Borderers followed up his "double" at the previous meeting by repeating the feat. Mr. L. Reidy returned to winning form by also catching the judge's eye twice.

THE LONG RACE

Riding his own pony, Ace of Spades, Lt. Shillington annexed (for one year, as holder) the Grand Military Challenge Cup presented by Sir Victor Sassoon, Bart., whose turf enthusiasm extends to two continents. A replica was presented to the winner by H. E. the Governor (Sir Cecil Clementi, K.C.M.G.) who arrived with a party from Government House, and was met by the Joint Masters of the Hunt, Dr. F. Pierce-Grove and Mr. H. Birkett.

H.E. the General Officer Commanding the Troops (Major-General C. C. Luard), the Colonial Secretary (the Hon. Mr. W. T. Southern, C.M.G.) and Mrs. Southern were interested spectators.

The feature of the race was the comparatively small number of spills, and the thrilling rides up the straight in the majority of the events.

Cash sweep results are given separately on this page.

1.—January Plate, about 1 1/4 miles on National course. Winner \$75, 2nd \$25. For China ponies. Weight for inches as per scale. Winners at Kwai race course of two races, 10 lbs. penalty, of one race, 5 lbs. penalty. Non-winning starters this season allowed \$5. Entry \$5.

Lt. Col. Comyn's Durham 159 lbs.	(Mr. Shillington)	1
Mr. Scott-Elliott's Skipper 158 lbs.	(owner)	2
Messrs. Stanton and Reidy's Aristophanes 155 lbs.	(Mr. Reidy)	3

Mr. Mass's Caviare 159 lbs.	(Mr. Macgown)	0
Mr. Potts's Craigavad 155 lbs.	(Mr. Morgan)	0
Mr. Bjuke's Solitaire 155 lbs.	(Mr. Fischer)	0

Pari-Mutuel: Winner, \$25.50. Places: 1st \$6.00, 2nd \$7.40, 3rd \$5.50.

Winner Places	
Aristophanes	105 130
Durham	58 35
Caviare	18 12
Solitaire	28 9
Skipper	25 8
Craigavad	16 5

Six ponies faced the starter. Mr. Shillington, who was riding Durham, early put his mount to the fore. He gradually drew away from the rest of the field but, on passing the winning post for the first time, Solitaire drew up with him, and Mr. Reidy on Aristophanes was also making a strong effort to catch up with the leader.

Half a mile from home, Aristophanes and Durham were running neck and neck with Solitaire and the rest of the field ten lengths in the rear. Amongst the stragglers, Skipper was seen to forge slowly ahead.

Just before entering the home straight Durham shook off Aristophanes to win by three lengths from Skipper, which with a belated rush managed to catch Aristophanes and got the verdict for second place by a head. Caviare was fourth, Solitaire fifth.

Aristophanes was favourite, Durham being next in demand.

2.—New Year Maiden, about 1 mile on inside course. Winner \$75, 2nd \$25. For all China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have

started this season at Kwai	allowed 5 lbs. Entry \$5.
Messrs. Stanton and Reidy's Target 164 lbs.	(Mr. Reidy)
Mr. Richardson's Movanager 155 lbs.	(owner)
Mr. Morgan's Newfoundland 153 lbs.	(owner)
Mr. Clarke's Ray Rum 155 lbs.	(owner)
Mr. Scott-Elliott's Boukra 157 lbs.	(owner)
Mr. Kelly's Chokra 156 lbs.	(owner)
Mr. Mattingley's Fire Call 150 lbs.	(Mr. Shillington)
Mr. Sugden's Grey Mist 152 lbs.	(owner)
Mr. Shillington's Knave of Diamonds 161 lbs.	(Mr. Cave)
Mrs. Charles' Sea Hawk 152 lbs.	(Mr. Backhouse)

FRESH — FAIR

The report issued last evening by the Director of the Royal Observatory stated:—

The anticyclone over N.E. China has weakened slightly, strong to fresh monsoon will continue along the S.E. Coast of China and over the N. China Sea.

Local forecast:—N.E. winds, fresh, fair.

According to a report received last night by the Consul-General for the United States, there is a typhoon in about 138 degrees longitude E., 07 degrees, latitude North moving N.N.W.

Mr. Hawke's Sheila 187 lbs.	(owner)	0
Mr. Fischer's Tamerlan 147 lbs.	(owner)	0
Mr. Potts's Wowser 162 lbs.	(Mr. Charles)	0

Pari-Mutuel: Winner \$8.00. Places: 1st \$7.00, 2nd \$18.00, 3rd \$12.40.

Winner Places	
Target	130 106
Fire Call	14 48
Boukra	20 38
Newfoundland	17 30
Bay Rum	6 22
Wowser	16 20
Movanager	8 17
Tamerlan	9 16
Grey Mist	3 6
Chokra	4 5
Sheila	1 5
Sea Hawk	4 4
Knave of Diamonds	1 1

The biggest field for some time provided a thrilling finish. Target and Movanager contested first place all the way, with the former managed to catch Aristophanes and jumping a shade the better. Target led by a length or two into the straight but was hunted all the way up by Movanager, who lost by a short head.

Mr. Morgan, on Newfoundland, ran with the van during the first part of the race but slowed down in the country to be passed by Boukra and Fire Call. He swept up the last quarter mile in fine style and regained third place from Fire Call, who had shaken off Boukra before the last jump. Chokra ran on into fifth berth with Bay Rum in close attendance sixth.

(Continued on Page 28.)

WHITEAWAYS
WINTER
SALE

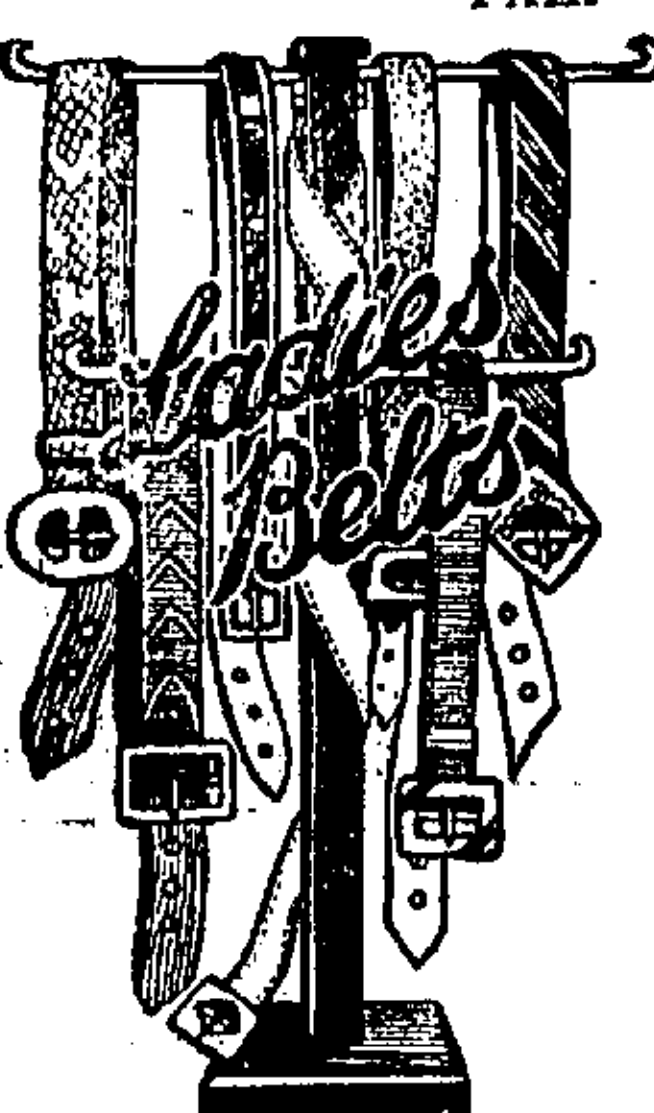
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THREE KNOTS ROSE



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A special offer in the famous 3 Knots Art Silk Hose in Size 8 and 9 1/2 only. All popular Shades. Usual Price \$2.95.

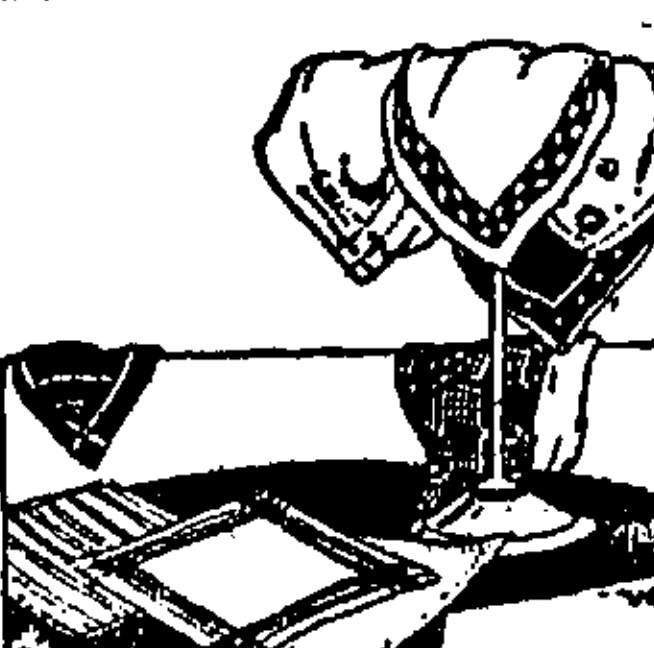
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LADIES' BELTS

Oddments in Ladies' Belts in Kid, Patent Leather, etc. Usual Price \$1.50 to \$2.50.

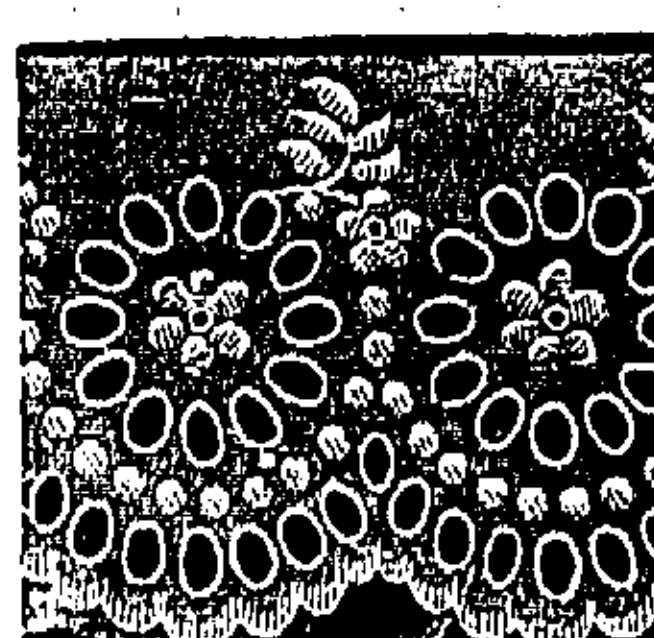
SPECIAL PRICE **50** CTS EACH TO CLEAR



LADIES' NECKWEAR.

Collars, Fronts, Cuff Sets, etc. Numerous styles and pattern. Usual Prices \$1.25 to \$1.75.

SPECIAL PRICE **50** CTS. TO CLEAR



COTTON EMBROIDERY.

50 pieces of White Swiss Embroidery. Various widths and pattern. Usual Prices 45 to 75 cts. yard.

SPECIAL SALE PRICE **25** CTS. YD.

4 yds. for \$1.00.

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Sinking Fund \$1,000,000
Shareholders' Liability of Proprietors \$20,000,000

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BANK OF SAN PIERRE
BANK OF SAN GIULIO

Current Accounts opened in Local Currency and Foreign Currencies for one year or shorter periods in Local Currency and Foreign Currencies will be opened on application Hong Kong, 20th January 1929.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
96, Boulevard Haussmann, Paris.

Subscribed Capital: Frs. 75,000,000.00
Paid-Up Capital: Frs. 65,400,000.00
Reserve Funds: Frs. 102,000,000.00

BRANCHES:
Bangkok, Hanoi, Quinhon
Batavia, Hong Kong, Saigon
Canton, Mengtze, Shanghai
Canton, Nankin, Singapore
Djibouti, Pondicherry, Saigon
Fort-Bayard, Papeete, Toulon
Haiphong, Peking, Vinh
Hankow, Tientsin, Yunnanfu
Pondicherry

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
A. LECOT, Manager.
Hong Kong, 28th Nov. 1928.

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"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and G.\$1000 denominations—bound in a small wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and baggage, or plan your cruise or tour through

THE AMERICAN EXPRESS CO., INC.
4, DES VOEUX ROAD CENTRAL,
Hong Kong.

LOCAL SHARES

Moxon And Taylor's
Weekly Report

A QUIET WEEK

Messrs. Moxon and Taylor, in their weekly share circular under date of Friday, state:

Our market, generally, was quiet during the week under review with but little change in prices, buyers, especially Chinese, showing little disposition to operate owing, no doubt, partly to the approaching Chinese New Year and also the proposed new Stamp Act which, pending action one way or the other by the Government, is like a wet blanket over the whole market.

Shanghai market is quiet. The following are the principal alterations since last week:

Banks:—Met with a strong demand especially from the London market and considerable transactions took place on the basis of \$1,365; owing to heavy sales the London market has now declined and our market closes easier with sellers at \$1,350.

Unions:—Continued steady and came to business at \$371.

Canton Insurances, China Underwriters, and China Fires had buyers at quotations without attracting sellers.

Hong Kong Fires:—Changed hands at \$785.

Hong Kong Hotels:—Were quiet with business done at \$9.35.

Hong Kong Trams:—Were done in at \$20.60/70, but eased off to

行銀商工法中

BANQUE FRANCO-CHINOISE

pour le
Commerce et l'Industrie
(Incorporated in France).

Princes Building, Charter Road,
Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital fully paid up: Frs. 50,000,000
Special working capital: Frs. 50,000,000
Reserves: Frs. 22,319,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon,
Haiphong, Hanoi, Tourane, Quinhon,
Hué, Thanh-hoa, Vinh, Pnom Penh,
Peking, Shanghai, Tientsin, Hong
Kong.

RANKERS:
FRANCE: Societe Generale, Banque
Nationale de Credit, Banque de
Paris et des Pays Bas.
LONDON: Midland Bank, Ltd.
NEW YORK: American Exchange
Irving Trust Co., Banca Commerciale Italiana.
SAN FRANCISCO: Bank of Italy.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.
L. BERNIS, Manager.
Hong Kong, 3rd August, 1928.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: HONG KONG.
10, Des Voeux Road Central,
Hong Kong.

Authorized Capital: \$10,000,000
Paid-Up Capital: 5,000,000
Reserve: 1,200,000

BRANCHES AND AGENCIES:

Batavia, Melbourne, San Francisco
Bombay, Nagasaki, Seattle
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Canton, Osaka, Singapore
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Hankow, Peking, Taipei
Hankow, Peking, Tientsin
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Hankow, Peking, Shanghai

Correspondents in all principal cities of the world.
Every description of Banking and Exchange Business Transacted. Loans granted on approved securities.

SAFE DEPOSIT BOXES to let.
KAN TONG PO, Chief Manager.
Hong Kong, 21st March, 1927.

THE BANK OF CANTON, LTD.

Established 1912.
Head Office: Hong Kong.

Authorized Capital (H.K. Currency) \$11,000,000
Paid-Up Capital: \$5,000,000
Reserve Fund: \$60,000

BRANCHES:
Canton, Shanghai, Hankow, Swatow,
Hongkong, New York and San Francisco.
THE LLOYD'S BANK LIMITED.
CORRESPONDENTS:
In all principal cities of the world.
Foreign exchange and banking business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly rental from \$1 to \$50.

LOOK POONG SIEN, Chief Manager.
Hong Kong, 19th February, 1927.

COMMERCE & FINANCE

TRADE INQUIRIES

List From American
Firms

IMPORT OPENINGS

The following is a list of American firms or individuals who desire to establish connections with merchants in Hong Kong and who invite correspondence. No responsibility is assumed as to the standing of the persons or firms named. Further information may be obtained at the Consulate General.

No. 226 Broken Glass.—Seattle Goodwill Industries, Inc., 2625 First Ave., Seattle, Wash., desire to correspond with importers of the above.

No. 227 Powder, Rouges, Lipsticks, Talcum, Cold Cream, etc.—The House of Tre-Jur, Inc., 19 West 18th Street, New York, desires to obtain a representative in Hong Kong.

No. 228 Flashlight Batteries.—The Foreign Traders Co., Inc., Whitehall Building, 17 Battery Place, New York, desires to correspond with importers in Hong Kong and South China.

No. 229 Sprayers, Garden Tools, Pumps, Barn Equipment, etc.—Hudson Manufacturing Co., Minneapolis, Minn., desires to correspond with importers.

No. 230 Sample Cases, Bags, Portfolios, etc.—Knickerbocker Case Co., 2511-2329 N. Crawford Ave., Chicago, desires to make connections with manufacturers of biscuits and confectionery.

No. 231 Dry Ice Machine.—J. Estes & Co., 415 Lafayette Street, New York, desires to export the above machines. Descriptive folders may be seen at the Consulate General.

No. 232 Radio Batteries, Flashlight Cases and Batteries.—Burgess Battery Co., 30 Church Street, New York, desires to correspond with manufacturers of the above.

No. 233 Patent Leather and Chrome White Buck.—Philip J. Murray Co., Inc., 34-50 Mill Street, Belleville, N. J., desires to be

THE THEOSOPHICAL SOCIETY.

7, Queen's Rd. C., 2nd floor,
(Over Mercantile Bank of India).

WEEKLY PUBLIC LECTURES.

Thursday, January 24th at 6 p.m.
"A MATERIAL RELIGION"
Speaker: Mr. M. MANUK
All Are Welcome.

There will be no Members' Class on Tuesday, Jan. 22nd.
Books for Sale.
Good lending library.

TESTIFIES ABOUT THE GREAT BENEFITS OF POO ON
UNDER OATH ON THE WITNESS STAND.

Modesto Woman Tells About The Help She Got From
Poo On Chinese Herbs In The Justice's Court
Of Modesto, Calif., U.S.A.

Mrs. H. L. Perry, residing at 1025 Washington Street, on the witness stand in the Justice's Court, Modesto township, County of Stanislaus, State of California, testified some time ago as to the great benefits of the Poo On Chinese Herbs. Sworn under oath to tell the "truth and nothing but the truth" Mrs. Perry stated that she had been suffering from nervous indigestion for several years and had been to many doctors, but none were able to help her. Through a lady friend she heard of Poo On Chinese Herbs and decided to consult the Herbalist.

MRS. PERRY SAYS:
"The benefits and help that the Poo On Chinese Herbs have brought into my family are more than I can ever repay. The health and happiness that these herbs have brought into my home is more than I can express in words."

For years I suffered with nervous indigestion. Every time I would eat my stomach would fill with gas and I would be in a distressed condition for several hours. I had headaches and was drowsy. At times I was unable to do my work and had to go to bed. I doctored with many physicians for years, but none was able to do me any good, and as time went on I became worse and more discouraged. My husband has spent several hundreds of dollars for doctors and medicines and all failed to bring me any relief.

"Through a friend I heard of the Poo On Chinese Herbs. I was doubtful but hearing of the many cures that these herbs had brought about I decided to try them. The results of the Poo On Chinese Herbs astonished me. After a few doses I began to notice a great difference in the condition of my stomach and my general health. I continued to take the herbs and in a short time I was completely cured. Since that time I have gained steadily in weight and can now eat anything and all that I want without the least distress. I can truthfully say that I feel better now than I have in years, and I ascribe it all to the Poo On Chinese Herbs."

CHILD SNATCHED FROM
DEATH BY POO ON
CHINESE HERBS.

"Probably the greatest help that the Poo On Chinese Herbs brought about in my home was in the case of my baby boy Robert when he was a year and a half old."

SCANDINAVIAN GOLD

Suggested Free
Exchange

Copenhagen. — Representatives of the note-issuing banks of the three Scandinavian countries concluded at Stockholm a conference at which was discussed the question of the revival of the Scandinavian Currency Union between Denmark and Sweden in 1873. Having been joined two years later by Norway, the three countries interchangeable.

In 1901 the three countries agreed to redeem each other's notes, but when the war came this arrangement was suspended. The subsequent prohibition of the export of gold and silver coin also put up a bar in the way of free interchange of currencies.

The conference issued a statement to the effect that it regards it as desirable that the currency convention should be made effective at the earliest possible moment in so far as it relates to gold coinage. "Exchange Telegraph."

put in touch with a responsible firm of importers of the above. Samples may be seen at the Consulate General.

No. 234 Gas Stoves.—Hamer-Bray Co., Oakland, Cal., desires local distributors. Descriptive catalogues may be seen at the Consulate General.

No. 235 Adding Machine.—The Addometer Co., 175 W. Madison Street, Chicago, Ill., desire to obtain a distributor for the sale of their new adding machines. Descriptive literature may be seen at the Consulate General.

No. 236 The Goldberg Paddling Machine Co., Export Department, Kemble Building, New York City, Manufacturers of Invisible Stitching machines and Fabric Drills, is looking for a competent agent to handle this line on exclusive basis.

No. 237 Felt Hats, Straw Hats and Caps.—The Craft & Knapp Co., Hat Makers, 620 Fifth Ave., New York, desire to establish connections with dealers and importers of the above.

No. 238 Woodworking Machinery.—The Ober Manufacturing Co., Chagrin, Ohio, desires to appoint a general agent in China.

No. 239 Cranes, Shovels, Draglines, etc.—Speeder Machinery Corporation, Buffalo, New York, desire to appoint a distributor in Hong Kong for the sale of the above liquid preparation. Samples at the Consulate General.

NOTICES.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 21st day of January, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamsulipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sub- divisions	Boundary Measurements	Area in Acres	Area in Sqr. Yds.	Annual Rental	Rate per Acre
1	100 ft. by 100 ft.	1	10,000	2.100	2.100

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Full Military Band and Pipes

BOOKING at Anderson's

Tickets—\$3, \$2, \$1.

Service Men in Uniform, half price.

G. R.

NOTICE.

THE SANITARY BOARD wishes

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Public and especially of those who

have recently come to this Colony,

to the possibility of acquiring

diseases e.g., Dysentery and Typhoid

Fever by eating of uncooked

vegetables.

Disease-producing parasites are

therefore possibly present on

the surface of plants, e.g., lettuce,

over which the gardener's spray

falls.

J. WATSON,

Secretary, Sanitary Board.

January, 1929.

MACAO

RACES

NEXT

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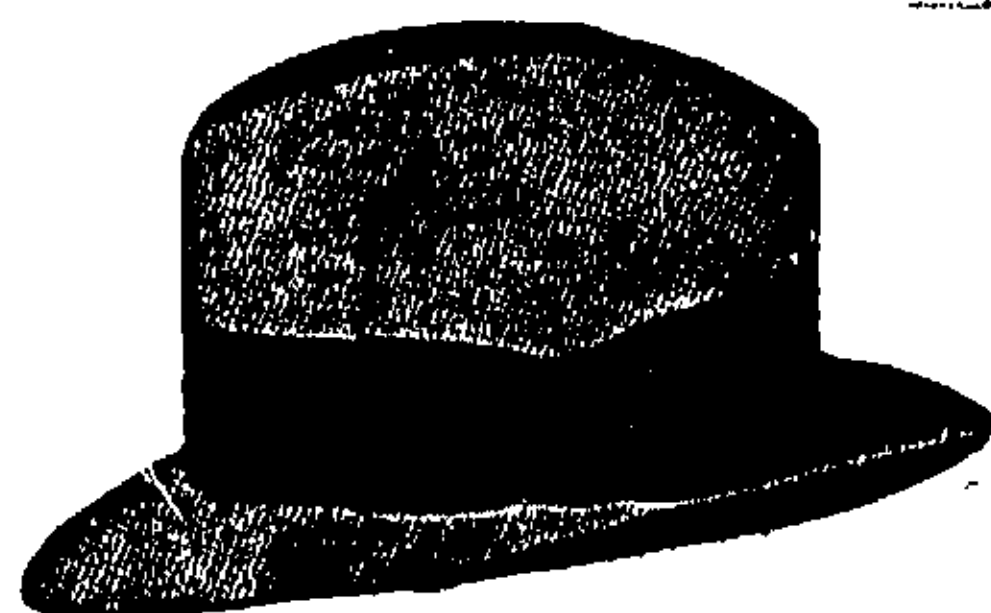
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because of the large variety from which to
choose. These are of excellent quality, the
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told, with a girl from the chorus, and a boy to whom all
LIFE was just a song and dance!

AT THE

MAJESTIC

46, NATHAN ROAD, KOWLOON

LOCAL SOCCER

Navy Overwhelm South China

SOME KEEN GAMES

Club Check Police; Kowloon Progress

Yesterday's football sensation was provided at Caroline Hill where the Navy, playing in great form, soundly defeated South China, whose defence crumbled up badly. The Police could only get one point against the Club, faulty finishing robbing them of the other.

Kowloon, who seem to be striking better form, did well to beat Recreio. Queen's and K.O.S.B. played a stern drawn game at Sookumpoo.

RESULTS AT A GLANCE

Division I.	
2nd K.O.S.B. Regt. 1	Queen's Regt. 1
Police 1	Hong Kong Club 1
South China 1	Royal Navy 6
Kowloon 2	Recreio 1

Division II.	
South China (A) 0	Royal Navy Res. 3
K.O.S.B. Regt. Res. 7	South China (B) 2
Small Units Res. 0	Queen's Regt. Res. 4
R.A.F. 2	Recreio 1
St. Joseph's 1	Kowloon Res. 3

QUEEN'S REGT. v. K.O.S.B.

At Sookumpoo yesterday, before a good crowd, Queen's and K.O.S.B. shared two goals after a four struggle in which the result was in doubt right up to the final whistle. Both teams were at full strength, and lined up as follows:

Queen's: — Dadds, Hooper, Sharp, Byrne, Hill, Cantor, Larkin, Richardson, Warner, Barclay, and Caldwell.

K.O.S.B.: — McDougall, Reeves, Martin, Gear, Davey, Skiggs, Torrie, Stock, Everest, McGlinchey, and Alexander.

Referee: — Mr. Atkinson.

The Borderers set the ball rolling and made ground as the result of a free kick, McGlinchey testing Dadds from long range. Queen's soon got into their stride, and McDougall saved smartly from Richardson and Barclay. Caldwell and Barclay next worked through with some pretty short passes, and the former's centre was wasted through Richardson misjudging the ball. There was no lack of thrust on the part of either attack, but Queen's were well on top at this stage, although Martin and Reeves defended grandly. Offside against Richardson spoilt a good chance when Warner was going right through, and Barclay sent in a fast ground shot which jumped up and hit McDougall, the goalie being rather lucky to clear.

The Borderers lived up and attacked through Torrie and Stock, Dadds saving smartly from the latter. A corner to Queen's was a long time in being cleared. Warner eventually sending wide. Three minutes from the interval Cantor tackled Stock and ran on to centre, and Larkin crashed the ball into the net with a glorious first shot. The Borderers set up a hot attack right up to the interval, Torrie missing from close range.

Half-time:—

Queen's 1	K.O.S.B. 0
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Borderers Aggressive

Dadds was soon called upon to clear from Stock, while at the other end McDougall made two fine saves from Richardson and Warner. The Borderers began to assume the upper hand at this stage, but Hill and Sharp were playing a magnificent game in the Queen's defence and repeatedly saved the situation. Torrie eventually got clear away and centred right across the goalmouth, McGlinchey having an easy task to convert. K.O.S.B. went away at a great pace from the kick-off and bombarded the Queen's goal for a prolonged period. Dadds bringing off some daring clearances from Alexander, Everest and Stock. Queen's broke away on the left, but Caldwell put behind when in a good shooting position. At the other end a fine long range effort by McGlinchey was cleared, and Stock sent over the bar from close in. Queen's rallied in the closing stages, but did not recover their early dash, the game ending with no further score.

The match was interesting without being very scientific. At times the football was quite good; at others it was very ordinary. For the Queen's, Sharp, Hill and Barclay impressed most, whilst Martin, Davey, Torrie and McGlinchey were the star turns for the Borderers.

H.K. CLUB v. POLICE

This match was played on St. Joseph's ground and attracted a large number of spectators. The game ended in a draw, which on the run of the game was quite

a fair result. The teams lined up as follows:—

Club: — Edwards; Wabington, Bishop, McBride, Stewart, Watson; Reid, Scott, Goldman, Alexander, and Trambitzky.

Police: — Clarke; Wynne, Williams; Brittain, Hudson, Jessop; Gowans, McGreevey, Fraser, Oram, and Shepherd.

Referee: — Captain A. W. Austin, M.C., M.M., R.A.

The game was half an hour late in starting as the referee made the Club obtain fresh jerseys, because of the resemblance between the teams' colours.

The Game

The Club set the pace in the first half and kept Wynne and Williams very busy in the defence for a long time. Goldman appeared to be suffering from a damaged ankle, but he played very well. The Police forwards were weak in front of goal, and on several occasions open goals were missed, although Brittain and Hudson were constantly feeding the forward line. The Club opened the score through Goldman, who received a nice pass from Alexander. He made no mistake, and shot in the corner, giving Edwards no chance. This goal was the best goal of the match. Both sides attacked hard, and it looked as if the Police would equalise, but they missed still more chances.

Half time arrived with the Club leading.

Club 1	Police 0
--------------	----------------

Police Equalise

The Police had the wind in their favour in the second half and went away with a determined effort to score. McGreevey went through and tested Edwards with a good shot, but the latter brought off a fine save. The Police constantly attacked, and things looked very dangerous for the Club. However, Bishop was on form in their defence, and saved them on many occasions. The Police equalised through a nice shot from Fraser. In spite of determined attacks by both sides no further score was added and the match ended in a draw of one goal each.

Police 1	Club 1
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S. CHINA v. ROYAL NAVY

The Royal Navy, at Caroline Hill, before a large crowd, played dashing football and beat South China by six goals to one. The locals disappointed, the defence collapsing in the second portion of the game.

Teams:—

South China: — Pau Ka-ping; Li Tin-sang, Lau Kau; Leung Wing-tuk, Pang Wa-hing, Leung Wing-chiu; Li Tin-choy, Pau Ka-chuen, Fung King-chung, Lau Mau, and Ip Pak-wa.

Navy: — Brockman; Barkham, Baker; Greenland, Evans, Farlowe; Van Tromp, Firth, Cann, Kernick, and Preston.

Referee: — Mr. W. Hollands.

The Navy started with a bright movement and were early dangerous, forcing a corner which was cleared with difficulty. South China tried to get going, but the Navy were strong in defence, the halves feeding nicely. Kernick had the ball in the net whilst the China backs were guessing, a fine shot leaving Pau helpless. The exchanges after this were very exciting, and China found Brockman and Barkham great in defence. Immediately following, however, one of the Navy backs handled and Fung equalised from the penalty. A great first half ended level.

Second Half

The Navy scored through Cann two minutes from the restart, and

came strong again. Li Tin-sang put the ball back over Pau's head and the Navy were two up in a few minutes. It was the Navy's day. Baker and Barkham were solid, giving nothing away. Kernick scored the sailors' fourth goal, Cann following with the fifth after good work by the front line. Play was now one sided, and the "Tars," excepting for an occasional break away by Ip Pak-wa on the Chinese left, were controlling the game with ease. A brilliant low shot by Preston completed the Navy's score and South China were well beaten.

Brilliant Play

Fore and aft the Navy were strong, the forwards playing a fine combined game. Kernick was especially prominent throughout, and Cann and Van Tromp were also in top form. The Navy halves were sound, Evans doing well in the centre of a strong trio. Barkham, Baker, and Brockman were a strong rearguard.

South China had an off day. The team shaped poorly, the Navy's first goal being due to faulty defence. Nevertheless, the first half of the match was worth going a long way to see, the football being clever and even. The sudden scoring by the sailors early in the second half was sensational, and it was apparent that the Chinese defence was rattled. The halves could not hold the strong Navy forwards, and this threw a lot of work on the full backs, who were shaky. Ip Pak-wa was a bright forward. The left wing kept trying, but the forward line was below its usual form and combination was lacking. The sailors played a fast and dashing game and were very superior in the second half when China's defence looked very weak.

Result:—

Royal Navy 6	South China 1
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KOWLOON v. RECREIO

It has been seldom that luck has come Kowloon's way this season, but they certainly had a good share yesterday in their League encounter with Recreio. For the latter did most of the attacking and were distinctly unfortunate to drop both points. It is to the credit of the home team, however, that they availed themselves of their chances better than the visitors, and the defence was always safe. Pile, in particular, giving a fine display.

Teams:— Angus; Robson, Pile; Hedley, Easterbrook, Dowman; Clemo, McKelvie, Spary, Miles, and Baldwin.

Recreio: — Beltrao; Xavier, Silva-Netto; C. Remedios, A. Remedios, Assumpcao; Brown, Rocha, A. Gosano, Ward, and Pereira.

Referee: — Mr. Ip Kau-ko.

Kowloon set up a determined attack from the outset, and McKelvie and Miles both went close, after a fine centre from Baldwin. Beltrao was kept busy for some time and gave a sound exhibition in the Recreio goal, his clearances being the personification of coolness. Miles opened the scoring for Kowloon as the result of a great individual effort which commenced near the half way line. The Recreio forwards were by no means at their best, and Gosano saw many of his passes go astray through lack of anticipation on the part of his colleagues.

Half-time:—

Kowloon 1	Recreio 0
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Kowloon's Winner

The second half was fought out at a fast pace, with Recreio rather the more forceful in attack. Ward contributed several clever dribbles, and Brown was always a source of danger to the home defence. Angus made many fine saves at this stage, but was rather slow in getting rid of the ball on more than one occasion. Kowloon increased their lead in a breakaway, Spary beating Beltrao after a great piece of work by McKelvie. Recreio set up a continuous attack from the restart, and opened their account through A. Gosano who scored from close range. The Kowloon goal had some miraculous escapes during the last few minutes, several shots striking the woodwork of the goal.

Kowloon 2	Recreio 1
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League Div. II

S. CHINA (A) v. NAVY RES.

This match at Caroline Hill resulted in an easy victory for the Navy Reserves who fielded a strong side and had no difficulty in winning by three clear goals. In the first half Navy exerted great pressure but smart-defence work by Ching and the China goalie kept them out until Sorby went through with a nice goal and Hassell scored quickly after, Navy leading by 2 goals at the interval. South China played up well in the second half and Tam was nearly through, Navy goalie doing well. Clarke went

through for Navy with good work and Sorbie came near. Navy were much stronger in all departments and were well served by Sorby, Hassell, Clarke and Carey, while Ching, Tam and Tsang were prominent for the locals.

K.O.S.B. v. SOUTH CHINA "B"

At Sookumpoo yesterday the Borderers made a splendid recovery after a disastrous start, and finished up winners by the wide margin of seven goals to two. South China started off with great dash, and opened the score in the first minute, Bird putting through his own goal when hard pressed. South China went further ahead almost immediately through Chan Shui-hong. At this stage the Borderers took control of the game and the result was not long in doubt. Crawley reduced the lead prior to the interval, and in the second half further goals were added by Barkham, from a penalty, Crawley (3), Hart and Stevens.

Result:—

K.O.S.B. 7	South China "B" 2
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QUEEN'S REGT. v. SMALL UNITS

On the Athletic ground at Happy Valley, Queen's proved too good for Small Units and won comfortably by four goals to nil. The losers had a fair amount of the game in midfield, but failed to penetrate a sound defence, in which Dennis excelled.

Harrison opened the score for the Queen's, and the same player increased the lead before the interval. The second half was almost entirely in favour of the Queen's, but Pritchard and Walker played well in the Small Units' defence. Queen's were not to be denied, however, and further points were added by Mortimer and Harrison.

Result:—

Queen's Regt. 4	Small Units 0
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RECREIO v. R.A.F.

At King's Park the Airmen managed to take both points from Recreio after a rather dull game. Neither side showed a great deal of ability in attack, but R.A.F. were just a trifle superior and deserved their narrow victory. Gallagher opened the scoring for the Air Force, and C. Gosano equalised after Jarvis had brought off some fine saves from Gonsales and Santos. The second half ruled fairly even, neither team being on the target when near goal. Gallagher managed to find the net again, however, and Recreio strove in vain for an equaliser.

Result:—

R.A.F. 2	Recreio 1
---------------	-----------------

ST. JOSEPH'S v. KOWLOON

A keen and evenly contested game was witnessed at Happy Valley, both teams playing bright and enterprising football. Kowloon had rather more of the play throughout, and deserved their win. The only goal of the first half was scored by Moss, who burst through in great style. The second half was evenly contested for a time, and Kony was unlucky on several occasions for St. Joseph's. Moss added two more goals for the visitors, while Omar replied for the Saints.

Result:—

St. Joseph's 1	Kowloon 3
----------------------	-----------------

HOCKEY

Kowloon Ladies v. Hong Kong Ladies

This match, a return challenge match, was played at King's Park yesterday and resulted in a win for the Kowloon ladies by 1 goal to nil, scored by Miss Margaret Woolley in the last 15 minutes. On the last occasion of meeting, the Hong Kong ladies won, after a stern struggle, by 3 goals to 2. The match yesterday was very exciting, some good work by both sets of forwards being displayed.

Hockey Club Teams

The following will represent the first eleven of the Hong Kong Hockey Club in their match with the Queen's Regiment at 4.45 on Wednesday at the U.S.R.C. ground. — W. K. Tait, J. Rodgers, W. Woodward, L. A. R. Duncan, E. J. R. Mitchell, J. E. Noronha, H. Owen Hughes, G. E. R. Divest, E. D. Lawrence (captain), G. R. Vallack and C. C. Francis.

The second team, to meet the Punjab Regiment at King's Park at 4.50 on Monday will be A. N. Oher, J. Henry, L. F. Nicholson, L. A. R. Duncan, J. P. S. Greig, I. W. Shewan, A. R. Botelho, W. A. Nowers, H. V. Parker, T. J. Price and E. C. Fincher.

YACHT CLUB

Eighth Championship Races

17 BOATS TAKE PART

Seventeen boats took part yesterday in the eighth race of the championship series of the Royal Hong Kong Yacht Club's season. The course for these racing classes was from the Club to North buoy (starboard), Cust Rock buoy (s), and finish at the Club—a distance of 7.6 miles.

The first three to finish in the One Designs and Gales and Heyward Heys classes retained their positions. In the Handicap class, however, Rolla failed to save her time on La Linda.

In the tabulated results given below, yachts are set down in order of crossing the line (i.e. according to finishing time). Positions gained on handicap in the race (i.e. according to corrected time) are stated in brackets.

Handicap Class

[Start 2.25 p.m.]

	Finishing	Corrected
Rolla (2nd)	4.42.50	4.42.50
La Linda (1st)	4.45.01	4.41.51
Colleen (3rd)	4.55.46	4.52.20
Diana (4th)	5.06.19	5.04.25

One Design & Gales

[Start 2.30 p.m.]

Daphne (1st)	5.12.10	5.12.10
Pierrette (2nd)	5.22.01	5.18.51
Ailsa (3rd)	5.23.47	5.23.47
Gael (4th)	5.41.28	5.35.46
Joan (5th)	5.44.03	5.38.59
Thecla (6th)	5.45.02	5.38.42

Heyward Heys Class

[Start 2.35 p.m.]

Speedwell (1st)	5.11.03	5.11.03
Bluecone (2nd)	5.12.24	5.12.24
Boojum (3rd)	5.18.58	5.18.58
Wings (4th)	5.30.16	5.30.16
Why Wonder? (7th)	5.38.41	5.38.41
Zephyr (5th)	5.41.37	5.36.33
Lola (6th)	5.42.09	5.37.05

A. E. LACEY

Police R. C. Bowler's Average

IN SPITE OF OFTEN LOSING

Warder A. E. Lacey, who plays for the Police R. C. in division II of the Cricket League, has returned some fine analyses for the nine matches played so far this season. His average is all the more praiseworthy because seven of those nine matches were lost. Details follow:—

Opponents	Analyses
University	5 for 25
Royal Navy	5 for 42
Indian R.C.	3 for 39
Craigengower	2 for 42
R.A.O.C.	3 for 43
Club de Recreio	2 for 44
C.S.C.C.	5 for 55
R.E. and R.C. of S.	3 for 40
Kowloon C.C.	7 for 21

Total 35 for 351
which gives him an average of 10.03 runs per wicket.

The Lawn Tennis Association are up against a very stiff problem. They know that many of our leading players are breaking the amateur rule in spirit as well as in letter. They know the impossibility of running those players to "earth" because they cover up their tracks so cleverly and often they are aided by the committee of the clubs that want their help, and some of the committee are actually members of the L.T.A. Council.—S. N. Doust.

Prince Antoine Bibesco



Prince Antoine Bibesco (who married one of the Earl of Oxford's "Mr. Asquith" daughters), a former Rumanian Minister to the United States, who was shipped in the face by Basil Stolica, a subordinate in the diplomatic service in the office of Julia Maniu, (Prime Minister of Rumania) in Bucharest. Stolica, it is said, had reason to believe that Prince Bibesco wrote damaging reports concerning him and that Stolica challenged Bibesco to a duel but the Prince declined to fight. Stolica was at Washington with the Prince, who is now Rumanian Minister to Spain.

CRICKET SURPRISES

Kowloon C.C. Defeated by Chinese

PORTUGUESE IN FINE FETTER

Promising Indian Bowler's "Hat Trick"

Chinese Recreation Club, the lowest-placed team in the Senior Division of the Cricket League, surprisingly defeated the strong Kowloon C.C. XI yesterday. The Indian R.C. won "by the skin of their teeth" from Royal Navy, whilst the champions, the University, had matters much their own way against the Craigen-gower C.C.

The K.C.C. are still at the head of affairs with nine points in six matches; but the Hong Kong K.C., who were not engaged yesterday, are only one point behind with two matches in hand.

The Indian R.C. 2nd XI and the Hong Kong C.C. juniors, leaders in the Second Division, continue in winning vein. The Club de Recreo recorded a big surprise in trouncing the Royal Engineers and Signals. At Pokfulam, the University conceded a point to Craigen-gower C.C. 2nd XI.

Playing for the I.R.C. 2nd against the Royal Navy 2nd at King's Park, A. M. Rumjahn, a promising young bowler, performed the "hat trick."

League I

C.C.C. v. UNIVERSITY

At Happy Valley, Craigen-gower C.C. lost to University by 97 runs. With a good start from A. A. Rumjahn (43) and Anderson (39) who put on 57 for the first wicket, the visitors made 192 for seven wickets, declared.

Consistent bowling by the University was largely responsible for the dismissal of Craigen-gower for 95 runs. Guterres, after hitting up 37 not out, accounted for four wickets for 19. H. D. Rumjahn, going in towards the end, was the highest scorer for the losers, with 21 not out. Scores:—

University	
A. A. Rumjahn, c A. B. Hamson, b Oliver	43
D. J. N. Anderson, b S. Abbas	39
F. J. Zimmermann, b S. Abbas	3
S. V. Gittins, c A. B. Hamson, b S. Abbas	29
E. A. Lee, c Lim, b Omar	9
D. Laing, b A. B. Hamson	9
C. W. Lam, c Reed, b Omar	1
A. P. Guterres, not out	37
A. T. Lee, not out	12
Extras	19

Total (for 7 wks., dec.) 192

D. K. Samy, N. P. Karanjia did not bat.

BOWLING ANALYSIS.

O.	M.	R.	W.
A. B. Hamson	5	0	34
S. Abbas	15	4	60
Oliver	7	1	44
Omar	8	2	35

Craigen-gower C.C.

H. P. Lim, c A. T. Lee, b Lam	12
E. Zimmermann, b Guterres	0
U. M. Omar, b Guterres	0
B. W. Bradbury, c Laing, b Lam	6
A. B. Hamson, b A. T. Lee	3
R. C. Reed, b Guterres	9
D. Rumjahn, c E. A. Lee, b Samy	1
S. Abbas, st F. J. Zimmermann, b A. A. Rumjahn	12
F. Oliver, c Guterres, b A. A. Rumjahn	0
H. D. Rumjahn, not out	21
A. Kitchell, c F. J. Zimmermann, b Guterres	9
Extras	21

Total 95

BOWLING ANALYSIS.

O.	M.	R.	W.
Guterres	9.6	4	19
Samy	5	1	15
Anderson	2	2	0
A. T. Lee	7	5	6
Lam	7	2	16
A. A. Rumjahn	7	1	18

INDIAN R.C. v. ROYAL NAVY

At Sookumpoo, in an exciting finish, Indian R.C. defeated Royal Navy by the narrow margin of two runs.

For the winners, A. K. Minu hit out lustily for 86 towards a total of 172. Two others reached double figures.

Starting shakily, the visitors saw seven of their wickets fall for 119, but the later batsmen made a valiant effort to turn the tables on their opponents and needed four runs to win when the last over was called with their last pair in. Surg. Lt. Bingham, after playing a sound knock for 20, drove a high one to cover-point which was easily taken by O. Ismail. Curreen accounted for seven wickets for which he conceded 64 runs. Scores:—

Indian R.C.	
A. el Arcelli, b Baker	86
A. K. Minu, c Walker, b Watch	86
A. H. Madar, c Walker, b Gregory	10
J. S. A. Curreen, c Walker, b Gregory	9
A. R. Minu, c Walker, b Gregory	6
S. A. Ismail, c Cornish, b Watch	18
J. S. A. Aclcher, b Baker	0
O. Ismail, c Walker, b Watch	0
S. H. Ismail, not out	9

T. Hamet, c Cornish, b Watch 0 |

A. Rahmin, c Medley, b Watch 4 |

Extras 15 |

Total 172

BOWLING ANALYSIS.

O.	M.	R.	W.
Baker	15	3	42
Watch	8	0	50
Gregory	8	1	43
Phillips	3	0	22

Royal Navy

Capt. J. E. Cornish, b Curreen	22
Sub Lt. H. C. Simms, c S. A. Ismail, b Curreen	8
Sub Lt. R. C. Medley, c S. A. Ismail, b Curreen	5
Comdr. E. C. Baker, c A. R. Minu, b A. H. Madar	13
Minu, b A. H. Madar	5
Sub Lt. H. F. Watch, c S. H. Ismail, b A. el Arcelli	15
Comdr. R. Ramsbotham, c O. Ismail, b Curreen	24
C.P.O. Gregory, c S. A. Ismail, b Curreen	19
Sub Lt. R. C. Medley, c S. A. Ismail, b Curreen	19
Surg. Lt. E. W. Bingham, c O. Ismail, b A. H. Madar	20
O. Ismail, b A. H. Madar	2
Extras	18

Total 170

BOWLING ANALYSIS.

O.	M.	R.	W.
Curreen	16	3	64
A. el Arcelli	8	1	33
A. R. Minu	5	2	17
A. H. Madar	6.3	1	30
A. K. Minu	2	0	8

K.C.C. v. CHINESE R.C.

On their own ground, Kowloon C.C. unexpectedly lost to Chinese R.C. by eight runs.

Against a comparatively small score of 140 put up by the Chinese, the home team replied with 132.

W. C. Hung was in very fine form both with bat and ball. Top scorer on either side with 88 to his credit, he also took five wickets for 39.

K.C.C. met with early disaster, and were 46 runs in arrears when their last pair was in. Scores:—

Chinese R.C.	
A. Hung, b Ross	3
C. Chao, b Goodwin	0
W. C. Hung, b.w., b Overy	88
W. H. Sling, b.w., b Ross	10
H. C. Hung, run out	11
G. Chue, b Overy	1
H. Ching, b Hirst	1
J. A. Hung, b Overy	2
Tsui Hung-pui, b Hirst	2
J. Hung, not out	4
Extras	18

Total 140

BOWLING ANALYSIS.

O.	M.	R.	W.
Goodwin	7	3	8
Ross	8	2	28
Brace	4	0	20
E. F. Fincher	2	0	27
Hirst	5.5	2	11
Overy	5	0	28

Kowloon C.C.

W. Brace, c W. C. Hung, c Ching	18
A. W. Ramsay, c W. C. Hung, b Ching	2
E. F. Fincher, b W. C. Hung	7
F. E. Lawrence, c W. C. Hung, b Ching	7
G. A. V. Hall, b Chue	7
E. C. Fincher, c Chue, b W. C. Hung	24
F. Goodwin, b W. C. Hung	12
J. J. Hirst, b W. C. Hung	2
N. H. Ross, c Chue, b W. C. Hung	4
S. Jex, c Chue, b Ching	24
H. Overy, not out	12
Extras	19

Total 132

BOWLING ANALYSIS.

O.	M.	R.	W.
Ching	19.4	3	49
W. C. Hung	15	3	89
Chue	4	0	35

R.N. 2ND XI v. I.R.C. 2ND XI

At King's Park, Royal Navy 2nd lost to Indian R.C. 2nd by one wicket.

Despite a contribution of 87 from four batsmen, the Navy were dismissed for 98! A. M. Rumjahn, going on late, captured four wickets for seven runs in two overs which included the "hat trick."

Needing six runs to win for the last wicket, the last pair of the I.R.C. brought their total to 116. Waters and Bradley bowled unchanged, and returned the figures of four for 62 and five for 43. Scores:—

Royal Navy 2nd XI

G. T. Giles, c and b A. S. Suffad	15
Armr. Bradley, c and b M. R. Abbas	13
Lt. Comdr. Pears, c J. M. A. Rumjahn	3
Lt. Comdr. Wodehouse, b A. S. Suffad	0
Lt. Lonsdale, b A. M. Rumjahn	36
Pay Lt. Waters, b Sirdar Khan	5
Lt. Keene, c Butt, b A. M. Rumjahn	23
Pay Lt. Comdr. W. Smith, c M. R. Abbas, b A. M. Rumjahn	0
Lt. Atkinson, c Butt, b A. M. Rumjahn	0
Lt. Nowell, not out	0
Lt. Camidge, b A. S. Suffad	3
Extras	3

Total 98

BOWLING ANALYSIS.

O.	M.	R.	W.
J. M. A. Rumjahn	6	2	14
A. S. Suffad	8.1	3	23
M. R. Abbas	5	1	8
Sirdar Khan	5	0	30
M. P. Madar	2	0	13
A. M. Rumjahn	2	0	7

Indian R.C. 2nd XI

M. P. Madar, b Waters	18
A. Butt, c & b Bradley	13
R. Nazari, b Bradley	16
D. Mohamed, b Waters	8
A. M. Rumjahn, b Waters	6
A. R. Suffad, c Lonsdale, b Waters	13
Sirdar Khan, b Bradley	2
M. R. Abbas, not out	19
F. M. el Arcelli, c Wodehouse, b Bradley	0
J. M. A. Rumjahn, b Bradley	3
Salim Ismail, not out	7
Extras	11

Total 116

BOWLING ANALYSIS.

O.	M.	R.	W.
Waters	17	0	62
Bradley	17	4	43

H.K.C.C. 2ND v. R.A.S.C.

On their own ground, Hong Kong C.C. 2nd swamped Royal Army Service Corps.

Against a total of 109 compiled by the visitors, the H.K.C.C. replied with 230 for seven, after equalising their opponents' score for the loss of three wickets.

The visitors' batting collapsed against the bowling of Cornaby who returned the analysis of 6 for 22.

Armstrong (36) gave the home team a good start whilst Dowler and Summers helped with 60 and 41 not out. Scores:—

R.A.S.C.	
Maj. Langmaid, c Armstrong, b Cornaby	15
L. Cpl. Tavlin, b Tait	0
Pte. Wingfield, c Summers, b Tait	20
Pte. Lyons, b Cornaby	25
Cpl. Crowcroft, b Cornaby	0
L/Cpl. Fennel, c Cornaby, b Duckitt	13
Pte. Fry, b Summers	3
Pte. Andrews, b Cornaby	1
Pte. Simpson, b Cornaby	3
S. Sgt. McKenzie, c & b Cornaby	0
Cornaby, not out	1
L. Cpl. McIntyre, not out	1
Extras	28

Total 109

BOWLING ANALYSIS.

O.	M.	R.	W.
Duckitt	8	2	26
Tait	7	2	22
Summers	7	2	11
Cornaby	7.5	2	22

H.K.C.C. 2nd XI

H. J. Armstrong, b.w., b Wingfield	36
A. H. Gillingham, b.w., b Fry	0
E. R. Duckitt, retired hurt	10
W. K. Tait, c McKenzie, b Wingfield	4
R. H. Dowler, c McKenzie, b Fry	69
J. Hall, b Simpson	0
L. A. R. Duncan, b Fry	22
J. A. Summers, not out	41
T. L. Christie, not out	25
Extras	15

Total (for 7 wks.) 230

W. B. Cornaby, J. E. Hancock did not bat.

BOWLING ANALYSIS.

O.	M.	R.	W.
Fry	18	4	56
Simpson	8	0	41
Wingfield	17	2	103
McIntyre	2	0	15

UNIVERSITY 2ND v. C.C.C. 2ND

At Pokfulam, University 2nd XI drew with Craigen-gower C.C. 2nd XI.

In good batting form, the home team knocked up 167 for seven wickets declared, of which Kermanni got 54 and Osman 37, the latter being undefeated.

Fritz, with a sterling innings for 55 changed the complexion of the game for Craigen-gower but the visitors were still 38 runs behind.

with one wicket in hand when stumps were drawn. Scores:—

University 2nd XI

S. R. Kermanni, b W. K. Way	54
H. T. M. Barm, c Grimes, b Y. Abbas	16
A. Baker, b Fritz	11
A. B. Suleiman, b W. K. Way	11
M. B. Osman, not out	0
A. Chan Fook, c Razack, b W. K. Way	5
G. E. Yeoh, not out	14
Extras	19

Total (for 5 wks., dec.) 167

K. T. Loke, H. E. Adams, D. Roy, F. Hiptoola did not bat.

BOWLING ANALYSIS.

O.	M.	R.	W.
Fletcher	5	0	37
Fritz	10	3	33
W. K. Way	13	1	40
Y. Abbas	6	0	26
Razack	2	0	12

Craigen-gower 2nd XI

Y. Abbas, b Baker	2
E. B. Hamson, b Hiptoola	0
D. M. A. Razack, c Chan Fook, b Baker	0
T. Grimes, b Hiptoola	16
R. Basa, c Suleiman, b Chan Fook	31
D. Fritz, c Suleiman, b Kermanni	55
E. Mowfung, b Baker	6
C. E. Wong, b Suleiman	1
W. Youngsaye, b Chan Fook	1
W. K. Way, not out	0
J. C. Fletcher, not out	0
Extras	18

Total (for 9 wks.) 129

BOWLING ANALYSIS.

O.	M.	R.	W.
Baker	6	2	22
Hiptoola	7	2	34
Suleiman	7	1	21
Roy	2	1	4
Chan Fook	7	1	18
Osman	3	0	4
Barm	1	0	12
Kermanni	3	1	4

RECREIO v. R. E. & S.

At King's Park, Club de Recreo defeated Royal Engineers and Royal Corps of Signals by four wickets.

Sousa and Alves who took four wickets each for 24 and 6 helped materially to skittle out the Sappers for the meagre total of 69.

Noronha (22) and Remedios (25) hit out to good effect for the Recreo whose total reached 114. Lt. Col. Wyatt captured four wickets for 27. Scores:—

R. E. & S.	
Q.M.S. Leppard, c D. Xavier, b Pinna	5
Sig. Waters, b Sousa	16
Lt. Col. Wyatt, b Sousa	3
L. Cpl. Penny, st Guterres, b Sousa	6
Sig. Warwick, b Alves	21
Col. Skinner, b Sousa	2
Cpl. Butler, c Guterres, b Alves	10
L. Cpl. Durand, c Noronha, b Xavier	1
Lt. Macdonald, not out	0
Q.M.S. Kennard, b Alves	0
S. Sgt. Harrison, c Remedios, b Alves	5
Extras	0

Total 69

BOWLING ANALYSIS.

O.	M.	R.	W.
Pinna	7	0	28
Sousa	7	0	24
Alves	4.4	1	6
D. Xavier	4	2	6

Club de Recreo

H. A. Xavier, b Durand	6
H. A. Alves, b Wyatt	8
M. F. Pinna, c & b Wyatt	7
J. M. Barros, run out	2
L. J. Guterres, b Durand	5
J. E. Noronha, c Skinner, b Harrison	22
D. Xavier, c Durand, b Wyatt	6
H. A. Barros, b Wyatt	7
F. H. Carvalho, c Penny, b Skinner	5
F. J. Remedios, c Macdonald, b Skinner	25
C. M. Sousa, not out	3
Extras	18

Total 114

BOWLING ANAL



"HERALD" REVIEWS

LEFTIST'S VIEWS

["The Kuomintang and the Future of the Chinese Revolution," by T. C. Woo (George Allen and Unwin, Ltd. 15/- net).]

A more appropriate title for this book would have been "The Kuomintang as Viewed by a Leftist." To describe the Kuomintang comprehensively and dogmatically about the future of the Chinese Revolution is a task beyond any man's power and already some of Mr. Woo's gloomy prognostications have been falsified although his book is not long issued. Mr. T. C. Woo who belongs to Shanghai, three hundred miles above Hankow, was educated at Boone University, Wuchang and in America at the University of Illinois. We imagine that had he gone to Hong Kong University and from there to Oxford or London Mr. Woo would still be in office. He is a product of the Chinese imbroglio—an ambitious young politician who caught up in the whirlwind set in motion by Sun Yat-sen and enmeshed in the labyrinth and topsyturvydom of the Chinese puzzle is now longing for he scarcely knows what. He held a high post in the Nationalist Government at Hankow and assisted Mr. Eugene Chen in his negotiations with Mr. O'Malley. A disappointed member of the extreme Leftists he fled, in order to save his head, to Russia when China made it apparent that she had no intention of being bolshevized. From the Muscovite spider's web he went to Berlin where evidently he has consorted himself by putting on to paper what he could not put into practice. Mr. Woo's book, which contains many interesting and statistical facts, is not easy reading. Now and then his style smacks of American journalism and some of his paragraphs would make good tests in a dictation lesson to some of our senior classes. We fear the author is a disappointed man who in spite of an attempt to appear impartial cannot altogether hide his chagrin. While he trumpets the good intentions of his scattered conferees and continually harps on the necessity of remembering the three fundamental principles laid down by Dr. Sun Yat-sen he scarcely mentions the men who are now at the head of affairs and who, in spite of Mr. Woo's dismal prophecies concerning them, seem to be evolving some sort of order out of the appalling chaos into which he and

his party plunged China. We should like to believe that this book is out of date in so far as its gloomy outlook is concerned just as we actually believe that China will find a path to peace and progress without the sinister help and methods of Moscow. But China must and will change. Since the advent of steam the world has been growing steadily smaller, and now the internal combustion engine, wireless, and other scientific inventions are rendering impossible that isolation which China's geographical position gave her so that the Chinese must, willy nilly, have intercourse with the rest of the world. To all thinking Chinese this is apparent, and the result is a spirit of uncertainty and restlessness throughout the eighteen provinces. The younger generation is shaking off the traditional Celestial complacency, thousands of ambitious Chinese students are studying in Japan, Europe and America, while those at home are giving thought to the future instead of mechanically accepting the present and proudly pointing down the long vista of China's past. Time and again China's very existence has been threatened by invading hordes—Huns, Mongols, Tartars, Manchus—but she always managed to swallow and assimilate her would-be conquerors. However, something more subtle, powerful and penetrating than armed hosts is now shaking her age-long traditions and antiquated customs so that a political transformation or at least readjustment is inevitable. But we do not think Mr. Woo's solution is suitable. It seems to us that China's salvation will be obtained not in haughty isolation, nor in a slavish ape-like imitation of the West, but in a discreet adaptation of what is most suitable for her own peculiar needs. China knows, alas, too well the evils of militarism, and she has had a nauseating taste of bolshevism. Let us hope that her leaders do not regard industrialism to be synonymous with civilisation. We can only hope. Prophecy about any country is risky; about China it is madness. What Swinburne wrote about Europe last century might truly be applied to China today.

"For a continent bloodless with travail

Here toils and brows as it can,
And the web of it who can unravel
Of all who peer on the plan:
Would fain grow men, but they
grow not,
And fain be free, but they know
not

One name for freedom and man."

These first four lines are unfortunately too true of China to-day: the last three may or may not be. That is a matter of opinion.

But Mr. Woo's book, despite its communistic bias, is interesting and full of facts. To anyone desirous of studying carefully the Chinese Revolution, an upheaval which may be said to have begun away back in 1894 when Sun Yat-sen formed the Shing Chung Hwei (China Revival Society), this book will be useful, especially as regards the organisation and machinery of the Kuomintang not to mention the discords and squabbles of that heterogeneous compound of patriots, quasi-patriots, visionaries, and place-seekers. The near future will show whether Mr. Woo's estimate of the influence and character of the left wing forces is justifiable or merely a case of the wish being father to the thought. All who care for China must hope that Mr. Woo is wrong.

A TRAVEL BOOK

["South Africa Calling," by Alys Lowth (Cecil Palmer, 7/6).]

Travel books fall roughly into two divisions; those which we read for pure delight that we may voyage over uncharted seas and unknown lands which we cannot in person visit, or which recall to us something of the remembered pleasure of past travel, and those which have no pretension to do anything beyond conveying accurate information to intending travellers and settlers. The author of South Africa Calling toured in a "Business People's Party," not perhaps the best initiation into the secrets and charm of a new country, and in this account of her journey she has attempted to combine the two types, and has written a book which has the merits of neither. If you open it hoping to leave for a while the humdrum world of every day, and to wander with a companion whose wayside comments and conversation will tease you out of thought, you will read that there are 441,180 square feet of concrete floor space in the Electric Works at Bloemfontein, that ivory may be bought at Victoria Falls, and that Hout's Bay on the Cape Peninsula is developing into a modern seaside resort with fine hotels, and you will put down the book in disappointment. If on the other hand, you want facts and figures, you will find a good deal of patriotic sentiment about "Empire Trade," some data about municipal development, and remarks on

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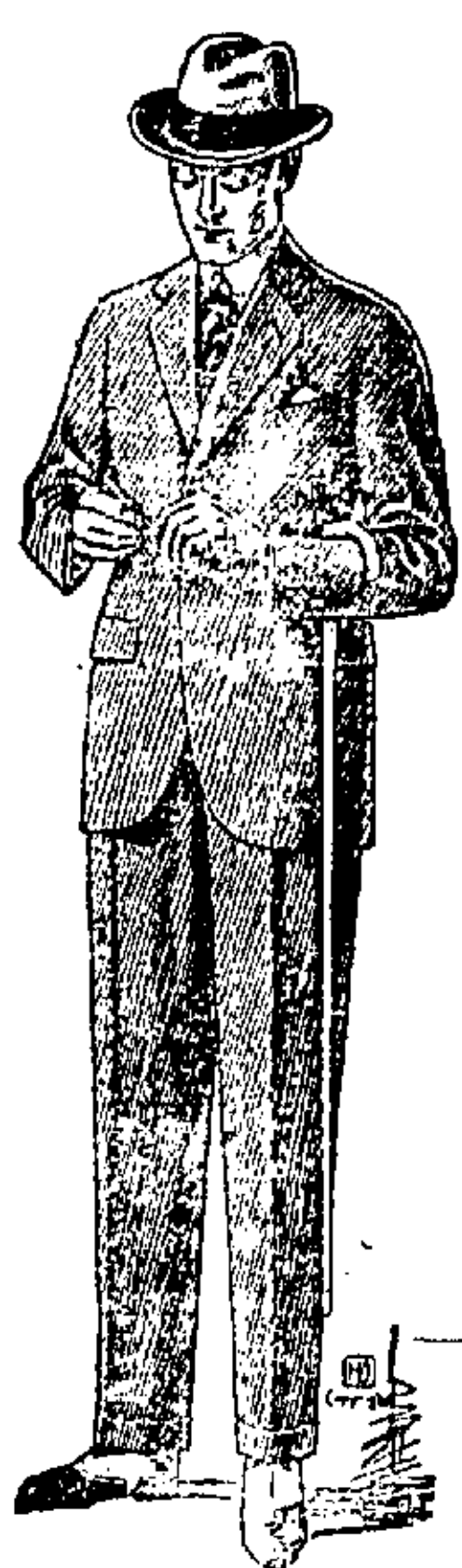
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HAPPY CHILDREN

Dockyard Kiddies
Entertained

ANNUAL PARTY

The Royal Dockyard Recreation Club held their annual children's party on Saturday last.

The children, approximately one hundred in number, their ages varying from 14 days to 14 years, were entertained by a committee including Messrs. Bickford, Budden, Gull, Hollidge, Hughes and Jones with Messrs. Bickford, vice-chairman; Cavanagh, honorary secretary; Guest, Hollidge, Hughes, Brown and other members of the Club also Messrs. Johnson and Hopkins as clowns.

The amusements included aerial glide, chute, Aunt Sally, etc. About 160 children and parents sat down to tea, after which the sound of an electric motor was heard and Father Christmas (Commander Phillips, R.N.) arrived in the midst of a Snow Storm and presented a prize to each of the delighted children, who gave three hearty cheers for Father Christmas and Mrs. Mackenzie, who assisted him to present the prizes. Messrs. Budden and Luck, who were responsible for the stage effects, are to be congratulated on the success of their efforts.

Among the guests were Mr. Tickner, Chief Constructor, Engineer Captain Mitchell, Mr. Yapp, Superintendent Electrical Engineer and Mrs. Yapp; Mr. Hayward, Naval Store Officer, and Mrs. Hayward; Mrs. and Miss Mackenzie and The Rev. C. H. Hewitt, Naval Chaplain and Mrs. Hewitt.

In the evening a dance was held, the M.C.'s being Messrs. Jacobson and Lewis. The various items were much enjoyed, particularly the Lancers which allowed the elder members present to show the youngsters what "vim" really meant.

(Continued at foot of Next Column)

A BIG PICTURE

D. W. Griffith's "Battle of
the Sexes"

COMING TO QUEEN'S

The same blending of artistry and entertainment values which made possible many of the screen's greatest productions is again evidenced in D. W. Griffith's dramatic picture, "The Battle of the Sexes," according to a well known cinema critic. The picture's chief characteristics are humour and pathos woven into a pleasing story whose theme is the modern home wrecked by the machinations of an unscrupulous "gold-digger" who gets her victims regardless of their family ties. The same critic says "The unmistakable Griffith touch is to be found in the big moments of the picture. In fact, so real has he made relationship that really exists between man and wife that many who see the picture will find a counterpart in their own lives." Jean Hersholt, the star of many noteworthy productions, again gives a brilliant performance in his difficult role. Phyllis Haver, who was seen here recently in "The Way of All Flesh" is also prominently cast and others worthy of mention are Belle Bennett, Don Alvarado, Sally O'Neill and William Blakewell. D. W. Griffith has again brought to the screen in vivid manner a story which, in itself, is simple indeed. "The Battle of the Sexes" is rated among the director's greatest pictures.

Alterations to the local register of chemists and druggists are notified. The name of "Daniel Wilson" previously appearing should be Donald Wilson and that of Peter S. Wong is added.

Chevalier J. M. Alves has been re-appointed to the Board of Education for a further term of two years.

The Singing of "The King" brought an enjoyable function to a close at 11.45 p.m.—Contributed.

FRED COYNE

London Comedian Ap-
pearing To-morrow

AT THE STAR

Coming to Hong Kong after a highly successful tour of England, South Africa, India, Ceylon, Siam and the Straits Settlements, Fred Coyne's London Musical Comedy Company opens a season at the Star Theatre to-morrow at 9.15 p.m., confident of the same welcome accorded them wherever they have played. Mr. Coyne himself has previously visited Hong Kong as leading comedian in the Bandman Companies and in a recent letter to an old friend he says—"In bringing the company to Hong Kong I am returning to ground in which I hope I am still remembered, and the encouraging receptions in India make me hope for as kindly a welcome from new acquaintances as I think I can count on from old friends." The local season opens with a sparkling revue "Keep Moving" and will be followed by "Blue Birds," "On The Road," "Something Doing" and "The Speed Limit," in the order named. Each piece is a distinct production and will be given on two consecutive nights. The prices of admission will be at the popular figures of \$3, \$2 and \$1, and seats may be booked in advance at Moutrie's and the Star Theatre.

Liu Shu, a foki of the Kwan Shing native bank, is reported to have absconded with \$6,000, entrusted to him to be paid to the Cheng On medicine shop.

The name of the South China Dyeing and Weaving Works, Ltd., has been struck off the register of companies.

Seventeen cases of small-pox, one of diphtheria, one of enteric fever and one of purpural fever were reported yesterday.

TO-DAY'S RADIO

Broadcast By
G.O.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 350 metres. The call sign of the station is G.O.W.

1.48 p.m.—Weather Report.
5.30 to 6.30 p.m.—Demonstration Programme.

7.48 p.m.—Evening Weather Report.
8 p.m.—Evening Programme (H.M.V. & Victor Records).

"London-derry Air."
"The Emperor Quartet."
Virtuoso String Quartet.

"Had You But Known."
"Love Went A-Riding."
Tenor. Browning Mummery.

"Spanish Dance."
New Light Symphony Orchestra.

"Triana."
New Light Symphony Orchestra.

"Lorraine, Lorraine, Lorraine."
"The Delaware Farewell."
Bass-Baritone Peter Dawson.

"Nocturne in E Flat."
"Murmur Of The Forest."
Pianoforte Solo. Mark Hambury.

"The Winding Trail."
"Just An Ivy Covered Shack."
Lambert Murphy.

"Wings."
"My Angel."
Do Groot & The Piccadilly Orchestra.

"Homeward Bound."
"The Old Superb."
Bass-Baritone. Peter Dawson.

"Song Of Love."
Duet. Lucy Isabelle Marsh & Royal Dalmun.

"Serenade."
Tenor. Lambert Murphy.

"Hungarian Fantasia."
Arthur de Groot and the Royal Albert Hall Orchestra.

"Lassie O'Mine."
"Oh Mother, My Love."
Baritone. Royal Dalmun.

(a) "Jock The Fiddler."
(b) "The Ballad-Monger."

Baritone. Percy Heming.
(a) "Fairings."
(b) "Come To The Fair,"
Baritone. Percy Heming.

"Oh Banjo Song."
"Oh, Promise Me,"
Contralto. Louise Homer.

10 p.m.—News Bulletin.
"Rhapsody In C."
"Pensee D'Automne,"
Organ Solo. Dr. Harold Darke.

"Mother Machine."
"I Hear You Calling Me,"
Tenor. John McCormack.

"The Sailor's Grave."
"Take A Pair Of Sparkling Eyes,"
Tenor. Derek Oldham.

"Heart Wounds,"
"Burlesca,"
The Philadelphia Chamber String Simphonietta.

God Save The King.
10.30 p.m.—Close Down.

In theology there is only one way to be perfectly orthodox, and that is not to think at all.—Dean Inge.

"CHEAP KISSES"

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If you would forget dull care, and travel the jazz route in your imagination, don't fail to see "Cheap Kisses," the C. Gardner Sullivan production now at the Majestic Theatre, Kowloon.

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(Continued at foot of next Column.)

VACCINATIONS

St. John Ambulance
Weekly Return

The number of Chinese vaccinated—free of charge—by Members of the Ambulance Brigade, up to and including Friday, January 18, is:—Chinese Y.M.C.A. Division 27,499, King's College Division 26,954, Railway Division 3,761, Indian Division 32,097, Mongkok Division 104,004, Shaikwan Division 6,810, Un Long 1,362, St. Joseph's College Division 6,401, Victoria Nursing Division 581, Y.W.C.A. Nursing Division 381. Total 278,287 from Dec. 8, 1928 to Jan. 18, 1929.

prising episodes. Directed by John Ince and boasting of an all-star cast, "Cheap Kisses" is a picture you will enjoy and a picture you will not forget. "Cheap Kisses" will be shown to-day.



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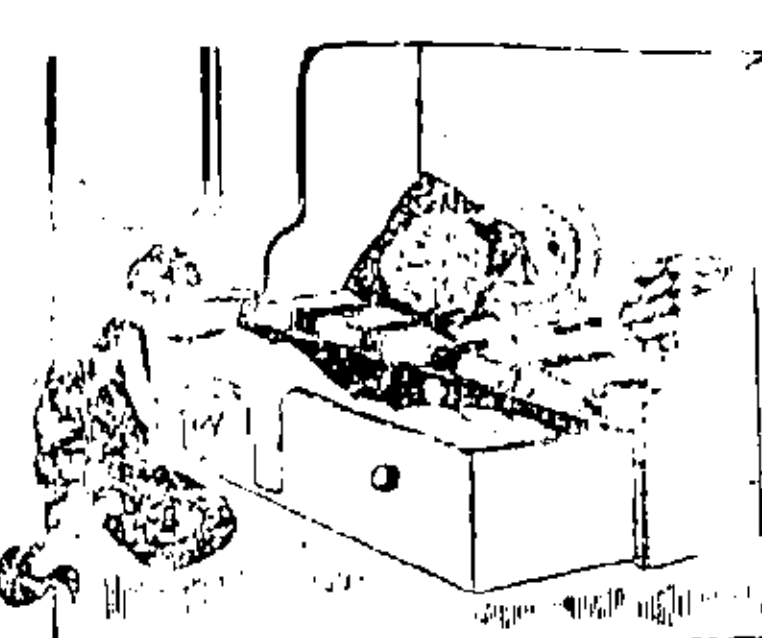
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Fighting During Shipwreck

Little has been said as to whether discipline was maintained during the hour or so between the *Hainan*'s grounding at Waglan and her sinking. Only two lifeboats were lowered. Some of the survivors speak of the turmoil in the passenger compartments in the rush to the deck. But worse occurred when a similar disaster, also in the teeth of a gale, stirred the imagination a few years back. That was when Rear-Admiral E. R. G. Evans, C.B., D.S.O. (of *Broke* and Antarctic fame), who was in command of the cruiser *Carlisle*, distinguished himself by his heroism. The *s.s. Hainan* was wrecked off Swatow with even more people on board than on the *Hainan*. Some of them robbed each other. This part of a gallant episode has not been heard of to any extent but I was told by an eye-witness that in the scramble for wealth, while the ship was on the rocks, chop-choppers were used freely in the wild fight!

Honouring the Honoured

The Hon. Mr. J. P. Braga, J.P., we are very glad to note, is soon to be honoured by his compatriots, who naturally are highly pleased that one of their countrymen should be one of the two first members for Kowloon to occupy a place in the Legislative Council. Mr. Braga is one of the best known members of the Portuguese community in Hong Kong, and he certainly is one of the most active. Indeed for one born and bred in the Colony he seems to us to be a marvel of activity, and we rejoice, with his compatriots, that he has been invited to be one of our local legislators. The Portuguese community propose, entertaining the Hon. Mr. Braga at the Club Lusitano on the 24th inst., and there need be little doubt but that the occasion will in every respect be a great success.

Those who are fond

Billiards of the game of billiards, which still retains its proud title of being the prince of indoor pastimes, will welcome the visit of Mr. Claude Falkner. Since he arrived in the Colony a few days ago, Mr. Falkner has been busy at several of the Clubs showing the amateur how different the game is when played by the professional. In fact we believe there is no game in which the professional and amateur appears in such marked contrast and it is no easy matter to account for this. Many amateurs probably practice just as made as most professionals, but try as they may—and most of them try very hard—their performance with the cue is almost ludicrous by comparison. The professional goes to the table and, with no apparent difficulty, piles up three-figure breaks with the greatest of ease, whereas the amateur regards himself as being in particularly good form when he is able to compile 20, 30 or 50. All of which, it seems to us, proves most conclusively that in billiards, even more than in most games, there is a right and a wrong way of playing. Superfluous to add that the "pro" plays the right and the amateur the wrong way. Sound judgment, a fine sense of touch and an even finer idea of what "pace" really means would seem to be the chief essentials for those who would aspire to make bigger breaks.

Social Outlawry in Hong Kong

A daily paper at Home has referred to "that Hong Kong problem of social outlawry to which private soldiers in Eastern garrisons are subject." A Service publication suggests that "the grand solution" lies in more liberal opportunities for soldiers to marry "on the strength." I disagree. Whether a Tommy is married or single does not help him, in Hong Kong at least, to overcome social disadvantages—the causes of which have been gone into for years without fruitful result. Having his wife and family out here will help a soldier to forget the fact that, as a class, he and his comrades are not welcome in some of the bewildering strata of so-called social life in this Colony. But it is not a solution.

The Service paper referred to favours the increase allowed by the authorities of numbers of "other ranks" to marry. Lack of

accommodation and travelling expense are given as the obstacles prevailing hitherto. The latest change draws comment which is worth repeating. It is simply because there is not enough white female society in some districts that they (the soldiers) are compelled to look elsewhere for companionship, and, indeed, in the old days it used to be said that in India no one under the rank of sergeant need hope to be invited to social or sporting functions where white women were to be present, says the *Naval & Military Record*. As Kipling says somewhere, "out East there are not nearly enough white women to go round."

The sergeants do not have it all their own way nowadays, because privates and corporals in many cases are of good social status and educational attainments, and undoubted good will follow Field-Marshal Sir W. Birdwood's recent decision to extend the plain clothes privileges for soldiers in India. This will give them a greater sense of freedom and also enable them to mix with the Civil Service and other white elements without advertising their Army ranks.—I have doubts about the phrase "enable them to mix."

Releasing the Aeroplanes

By this rather fantastic name is known the form of torture undergone by a Japanese in Hankow last week at the hands of the Strike and Boycott Committee. Which at once recalls the indignities and discomfort suffered by two Hong Kong journalists, Messrs. Oliver and Cox, in Strike Headquarters at Canton, a few years ago. Suspension from the hands and a beating added on is a new form of Chinese punishment. I have with me at the moment a letter written by a young man extradited from Hong Kong for robbery and murder, who confessed after being hit with bamboo poles while swinging from a rafter. He was shot a few days afterwards. I am not concerned with the merits of that case nor with the impenetrable at Hankow. I only wish to draw attention to the fact that "releasing the aeroplane" (which term is based on the victim's flying round the point of suspension, propelled with vigorous pokes) has also been heard of in far-off Hankow.

"Hsinwah" Autographs

If the *Hsinwah* shipwreck—which is still the talk of Hong Kong—had occurred, say, in America, an appreciable sum might be made out of the autographs secured by one enterprising reporter from the twenty survivors conveyed to the Water Police Station. The men expressed a desire that the widest publicity be given to their names so that their friends elsewhere will know they had been saved. Difficulties of dialect and pronunciation stood in the way. So the Press representative obtained permission to get each man to sign his name and thus ensure accuracy. That having been done, he tore up the sheet of paper bearing the signatures! Which proves that China has not been Americanised to the extent of value being placed on autographs the desideratum of which is merely a touch of pathos. Autographs of really famous men of the old days, on paintings, etc., are, however, costly in China.

Seasonal New Year. As Police from Jan. 20 extra special vigilance is to be exercised in Hong Kong.

Experience has taught the Colony that a sustained if not too alarming form of crime wave sets in every year during the two or three weeks before the most auspicious day in the old Chinese (lunar) calendar. The Chinese—or, at least, the Cantonese—have an old custom, desirable and undesirable, of wanting to make some money to be flush for the holidays and to settle outstanding obligations before then. Hence the criminal puts in a bit of overtime. To check his activities, the Police send out pickets nightly, searching and patrolling. A few nights ago I ran into one such posse, comprising eight Chinese detectives under a European Det. Sergeant. On Jan. 20 (the date mentioned in the second sentence of this note) the Police Reserve join forces with the regulars in the campaign to deter the robber fraternity.

Prevention the Best Way

It is evident that the Police believe prevention is preferable to detection, under the circumstances. Relentless action in Kwangtung province has resulted in much of a large outlaw population having to seek a livelihood elsewhere. Robbery is a capital sentence crime in Kwangtung but not in Hong Kong. Hence bad characters are attracted to this Colony, but there is no evidence that the influx this year is worse or even as bad as most of the past. But although the armed robber tries to avoid the risk of punishment by death, he is never reluctant to shoot if the odds and element of surprise be on his side. About this time twelve months ago, there was a sensational street battle in which both Police and fugitives suffered casualties, killed and wounded. And this occurred in the small hours of the morning, in the heart of the city, after the Police (under Sergeant McMahon) had challenged a gang of four who had just robbed a restaurant.

Reputations Made and Lost Out Here

"Men have gone to China with great reputations, and lost them; men have gone there with no reputation, and have become famous; while others have gone to China with good reputations, and have become still more famous," said Captain L. D. I. MacKinnon, R.N., in a lecture on the British Navy's work in the Far East. Capt. MacKinnon also said that China was a naval problem owing to the lack of land communications. The work of the Navy in China had to be conducted very delicately and diplomatically owing to international jealousy, which complicated matters considerably, and because of the topsy-turvy nature of the Chinese. There had been trade relations of a sort in China for hundreds of years, but it was Communist influence that introduced the political side to these organisations.

Vice-Admiral W. H. D. Service Boyle, C.B., R.N., who, before his promotion, about commanded the 1st Cruiser Squadron and directed anti-piratical operations at Bias Bay when his unit was detached for service here during the crisis, presided at the lecture. After his experience, I wonder what he thought of Captain MacKinnon's remarks on piracy, to this effect? Piracy in China was an ancient and honourable profession, the lecturer said. When he was a midshipman he was quite friendly with one old pirate and, after being shown over the pirate's junk one day, he had a cup of tea with him. A short time afterwards he visited his pirate friend again and this time he was given a glass of port. On returning to his ship he found his commanding officer very much annoyed over the loss of a case of port that had been ordered, and which it was impossible to trace!

A colleague who saw the first of twenty survivors from the *Hainan* tells me an interesting story concerning a bottle of brandy which was refused. Seeing most of the unfortunate men shivering even in front of a warm fire, Mr. Lau Man-cho, the local correspondent for all the vernacular papers, sought permission to buy brandy for distribution, so that the survivors could warm up. This was in the Water Police Station at Tsim-sha-tui. The officers present thought, as a good square meal was being laid then, and in view of it being a police station, that such handing out of brandy might not be deemed judicious. A discussion ensued. One man who has abundant experience of derelicts expressed the opinion that salt water "wouldn't hurt" and that the survivors would not catch cold. Hence, he said, brandy was unnecessary. I wonder if medical readers will endorse or contradict the statement quoted? I have always been taught that brandy would have acted as a wonderful pick-me-up for those twenty men brought in from the sea.

A Bottle of Brandy Refused

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Lassitude:—A feeling of weariness, or even of actual sleepiness as soon as any strain is put upon the eyes, is another frequent symptom. If you find yourself unable to read a book, to sew, or write, or look at a play or a cinema film without feeling sleepy—have your eyes examined. Eye-strain is the probable cause.

Sleeplessness:—It may look like a paradox, yet it is a proved fact that eye-strain, while it causes some people to feel drowsy, produces insomnia in others. The feeling of congestion in the head and of intense mental activity that make wakeful nights a torment, are forms of eye-strain. Sufferers from insomnia should have their sight examined, the remedy for this distressing condition is often found to be correction of some optical defect.

Nervous Debility:—With its resulting depression, lack of self-confidence, irritability and weariness both of spirit and body, is another common result of eye-strain, and one that is seldom recognised. Giddiness, and even disordered digestion, frequently result from the continued effort made by the eyes to adjust themselves to their proper work.

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HONG KONG, SUNDAY, JANUARY 20, 1929.

Will the War-Lordlings Accept Disbandment?

NOTHING but satisfaction—in China and abroad—will greet the decision arrived at at Nanking to reduce the Nationalist Army to something less than three-quarters of a million men. It is a notable and noteworthy decision; whether the deed will follow the word remains to be seen. Observers have put the total military strength in China at around a million and a half; ourselves, we would say it is well over two millions, including the soldiers-cum-bandits controlled by such war-lordlings as Yang Sen, who has been trying to perpetrate a particularly nasty piece of outlawry away in Szechuan. And the question naturally is: will these comparatively small fry, and their armed hooligans, submit, without a struggle, to any plan of disbandment? Eventually, yes; but there may ensue a number of sanguinary engagements which would, perhaps, be welcomed as helping to clear the air. Always provided, of course, that the Nationalists adhere to the programme which has just been enunciated at Nanking, which we trust will be the case. The big fellows, the marshals and major generals, would, we think, accept the scheme of reduction without a murmur, especially if there is a more-or-less equal division of man-power among them. Still, this disbandment idea, an admirable idea, is not going to be an easy one to put into practice.

The scheme, by reason of its importance and its far-reaching effects if realised, deserves emphasis. For the purposes of reduction the country is divided into six geographical regions, with headquarters in Nanking, Wu-Han, Loyang, Shansi, Manchuria and a centre which will embrace Szechuan, Yunnan and Kweichow, and efforts will be directed at bringing the military strength down to a total of sixty-five divisions, each of roughly 11,000 men. For the upkeep of this force of 715,000, the sum of \$192,000,000 is to be provided, which would give every fighting man, provided there were no such people as ordinary officers and commanders, a monthly wage of \$22. The money will come from the finance ministry, to which all revenue (according to the scheme outlined yesterday) will be paid, and in this connection it is pleasing to read that the military leaders have agreed to the unification of financial administration under the direct control and supervision of the National Government. Further disbandment is hinted at, the ambition being to reduce the country's military expenditure to forty per cent. of the total revenue; but if the above scheme in itself is brought into effect Marshal Chiang Kai-shek and his stalwarts will have accomplished a mighty big step in the right direction.

Canton, according to the Nanking decision, will operate within the Wu-Han area, though it is observed that an effort was made at the Conference to accord it separate and individual powers. No quarrel can be picked, however, with the step taken; it is a logical one. It means that our next-door neighbour will continue to be allied to the Kwangsi group, controlling Wu-Han, and the provinces of Hupeh, Hunan, Kwangtung and Kwangsi will thus constitute one of the six-named areas for the purposes of disbandment.

HONG KONG FAIRY STORIES

The Hong Kong Organisers' Mutual Admiration Association are demanding an explanation as to why none of their number has featured in the new Legislative Council honours.

The tone on the local share market is active and healthy.

A well-appointed rest room is to be included in the new floor at the P.W.D. offices.

Those local composers who staged a concert the other day are very pleased with the critiques in the Press.

The University has resolved not to pass around the hat any more.

On the top of the rumour, that a local Judge is to be transferred to the F.M.S. comes another to the effect that a well-known civil servant is going to be sent to

THE "HERALD" CALENDAR

Jan. 20, 1891.—Celebration of Hong Kong's jubilee.
Jan. 20, 1891.—Attempt to set fire to C.N. Co.'s s.s. "Pekin" at Shanghai.
Jan. 21, 1911.—Sir Henry May left Hong Kong to become Governor of Fiji.
Jan. 22, 1918.—Pitched battle between Police and robbers in Gresson-street, Hong Kong.
Jan. 22, 1868.—P. & O. s.s. "Nippon" lost off Amoy.
Jan. 28, 1841.—Great Britain took possession of Hong Kong.
Jan. 28, 1895.—St. Paul's Church, Macao, destroyed by fire.

where he ought to have gone long ago.

China's troop disbandment plans are to serve as a model for the Powers which are members of the League of Nations.

The average Taipo mosquito's bite is little worse than its bray.

An Inquiry: Why Not?

Since the news of the sinking of the s.s. "Hsinwah," with the consequent enormous loss of life, reached the Colony the one question has been: "What is going to be done about it?" There is a strong feeling that something should be done, that there should be some kind of inquiry or other. Our hands, however, are, legally, more or less tied. The "Hsinwah," when she went down, although within British territorial waters, was a Chinese-owned vessel. She did not come within the jurisdiction of the British Government or its Board of Trade regulations. The only thing that can be done in the way of an inquiry is what it is intended to do, viz.—conduct an inquiry upon those who were drowned, the coroner allowing full investigation into the circumstances of the drowning. Looking at the unfortunate affair in a broad light, however, we think that if the matter was pressed a full-blooded inquiry could be held. There are plenty of precedents, the last of which surrounded the sinking of the s.s. "Vestris." This, as we know, was a British ship, amenable to British law, and she was lost outside territorial waters. Yet, upon the arrival of the survivors at New York, they were summoned before a United States tribunal and subjected to long examination and cross-examination in regard to the disaster. This procedure, on the face of things, was wrong; the British mercantile marine is only answerable to the British Board of Trade. In the case of the loss of the "Hsinwah," however, conditions are entirely different. The China Merchants Company, by virtue of its flag, is answerable solely to the Chinese Government, and nobody is going to suggest that the Nanking authorities will hold an export and thorough inquiry into the affair. An inquiry, manifestly, is desirable. Why, not, then, institute one in Hong Kong? After all, the local authorities, by allowing ships such as the "Hsinwah" to come into harbour here, must stand by a degree of responsibility, even though Board of Trade rules are not insisted upon.

Judgment Summonses

In the British Supreme Court at Shanghai an important ruling has been made by Judge King which is worthy of consideration in our own Summary Court. The case concerned two Indians, one applying for a judgment summons against the other. Judgment, it appears, had been given some time ago in the sum of \$150, but when the summons was asked for defendant was able to show that he was not in a position to pay. The circumstances were given as the absconding of a shroff, bad business and the necessity of repairs to defendant's place of business. After listening to all this, and much more, we suspect, Judge King said:—"I shall make an order that judgment summonses will not be issued unless the applicant can show the Registrar that there is evidence that the defendant has means. These summonses waste a lot of time. There is a lot of talk and in many cases it cannot be proved that the defendant has means." The possession of means under conditions such as the above, like wilful remissness and slander, is a matter difficult of proof, and sympathy will go out to the Judge who has to wade through a mass of contradictory evidence upon the point. By "passing the buck" to his learned friend and colleague, the Registrar, the Judge will thus be saved much time; and the Court saved an amount of expense. With the decision as given in Shanghai the poor litigant will, of course, agree. It saves a degree of unwanted publicity. Solicitors, inquiry agents and others who baton upon the misfortunes of others, however, will not, we opine, take to the new order of things in a kindly spirit.

Drawing Death's Sting

Man does not vary much, after all. The thoughts of Lapland find echoes in the thoughts of Uganda; the customs of ancient Egypt find parallels in Yucatan and Mexico. That which man did in his early development of the tribe in the Stone Age, he will continue to do for ages, and later generations of different races, thousands of years apart, will be linked by some identical custom or religious rite. The brain which conceived this rite 10,000 years ago is the same brain which rediscovered it after the lapse of aeons. Each man must face death alone. Out into some unknown void, away from the warm companionships of earth, the shivering spirit faces, as a swimmer faces a great ocean, naked and alone, with the night falling. Man may conceive of a hell or of annihilation, and face the prospect undaunted, but to be alone forever daunts him. Thus feebly 48 ounces of matter contends against the all-devouring grave.

WHAT AND THING

by
"CAN DO."

On being asked the precise meaning of a defined bull, an Irishman happily defined it as "a false expression of truth." Joseph Devlin, on one occasion: "I and my colleagues are the only people who can come to this House and speak with clean hands." Another Irish M.P.: "Since the Government have let the cat out of the bag, there is nothing to do but take the bull by the horns." A member of Parliament, advocating an increase in the European troops in India: You may depend upon it, sir, the pale face of the British soldier is the backbone of the Indian army."

On the principle that nobody knows where the shoe pinches better than he who wears it, Mrs. Marjorie Bowen, the novelist, argues that the housewife is in many cases in a better position to exercise a judgment than a statesman; and that her vote is, therefore, all the more valuable. Perhaps it would seem difficult to imagine two figures more diverse than those of a statesman and a housewife. Yet the work of each is essentially the same; the home is the State in miniature. The same qualities are required for the efficient governing of either; it does not follow that because the State is so much larger, more grandiose, and important-seeming than the home, that more patience, skill, wisdom, and experience are required to conduct it successfully day by day.

Shillings and pence Has To are as difficult to Use Tact manipulate as millions of pounds. The tiny finances of a small household require as much deft handling as the resources of the nation; the disaster that follows their misuse is as acute to those concerned as any national bankruptcy. A housewife, like a Prime Minister, has to study both the needs and humours of those for whom she provides; she has to use the same degree of tact, observation, control; to allow a generous liberty and yet exercise a wise restraint; to listen to the same kind of grumbles, to dispense the same kind of feast, to work like he does, completely without praise, generally without encouragement, and in the midst of a constant murmur of criticism.

To the woman Home-making who efficiently "runs" a large, well-kept, well-appointed house on limited and moderate means there is not much to be told of the art of government; she knows it already. On many matters she could give "points" to the statesman. There are quite a number of aspects of daily life that simply do not occur to men, just as there are a number of others that do not occur to women. It is quite certain that many obvious needs of present-day existence will only be attended to by reason of the pressure brought by intelligent, home-making women, either in or outside Parliament.

One cannot look Operated On at Sir Hugh The King Mallinson Rigby, K.C.V.O., who operated on the King, without noticing at once the sign of the accomplished surgeon—firm, well-moulded hands, with long, sensitive tapering fingers. Fifty-eight years of age, there is scarcely a medical degree which he does not hold. In 1917 Sir Hugh operated on Prince Albert, now Duke of York, for duodenal ulcer. Five years later he operated on Prince George for removal of the appendix. Both operations were completely successful, and earned Sir Hugh the complete confidence and gratitude of the King and Queen.

The Queen has The New P.R.A. had several portraits painted by Sir William Llewellyn, R.A., the new President of the Royal Academy. Secret ballot was the process adopted for the election, in which, fancied candidates were Orpen, Lutyens, Blomfield, Short, and Cameron. Sir William was the late Sir Frank Dicksee's own desire.

After twenty- Judge's "Coming one year as a High Court Judge. Mr. Justice Eve, of the Chancery Division, in private life Sir Harry Trelawney Eve, has a refreshing sense of humour, despite the dry mysticism of "wills, executors, and assigns." He learned judgments, however, have never won him such fame as when he criticised the playing of the piano by amateurs as

"misery," and asked "What is a saxophone?" Sir Harry, who is seventy-two, but doesn't look it, is a foremost exponent of out-door life. He spends his holidays either in a caravan or on long tramps. He has farmed hundreds of acres and sat in the House of Commons.

"Was the butcher's boy impudent and New to you again this morning when you phoned the order?" asked Mrs. Smith of her new maid. "Yes, mum, he was that—but I fixed him this time. I said, 'Who the do you think you're talking to?' This is Mrs. Smith speaking."

During the South African War a titled lady had arranged to sing "The Absent-minded Beggar" at a charity entertainment, and for greater effect placed her large family of khaki-clad sons on the platform. Reaching the chorus, she pointed successively at the lads as she sang: "Cook's son—duke's son—son of a belted earl—son of a Lambeth publican." And when the audience broke out into a loud laugh she wondered what had moved them!

The professor of science, who was notoriously absent-minded, caused considerable hilarity in his class when, having said, "I propose to show you some specimens of dissected frogs," he opened a small parcel which he carried and disclosed some sandwiches and an egg. He looked at them considerably, and then at his students as he remarked: "But I know I ate my lunch."

There are many A New hearty laughs and Jest Book quiet smiles in the 1,900 odd humorous sayings which Mr. Walter Jerrold has collected and classified under the title of "Bulls, Blunders, and Howlers." They represent, says Mr. Jerrold, all sorts of those blunderings in words and ideas which many people find more mirthful than they do the subtleties of wit. Here are some samples:—

Genius is an infinite capacity for picking brains.

A lie is an abomination to the Lord, and a very present help in time of trouble.

A grass widow is the wife of a dead vegetarian.

Immaculate means the state of those who have passed the entrance examination at London University.

White is a colour that stands for joy. Women are married in it, but men are not.

A Conservative is a large greenhouse full of hot air.

Algebraical symbols are used when you don't know what you are talking about.

The horse you bet on is called a cert; if it loses it is called a dead cert.

Transparent is something you can see through—as, for example, a keyhole.

"I say, 'Erbert, I ain't got nothing for tea.' 'Where's yer grammar?' 'Gorn to the pictures with grandpa.'"

"Children," said the aunt, "you have a new little brother. He came this morning while you were asleep." "Did he?" exclaimed the oldest. "Then I know who brought him." "Who was that?" asked the aunt, smiling. "Why, the milkmaid, of course. I saw it on his cart—'Families supplied daily.'"

A very deaf old lady had gone to live near a naval port. One day, when a big battleship had fired a salute of ten guns, she rose from her chair, smoothed down her dress, patted her hair, and said sweetly: "Come in."

An indignant lady once wrote to the Society for the Prevention of Cruelty to animals to ask if something could not be done to put a stop to the frequent scratching of horses at race meetings.

Asked why he did not have his baby christened, a Clyde-side ship-river said, not he, he wasn't going to have the minister hit his child on the head with any blinding bottle.

HONG KONG \$ DIRECTORY

1929 Issue.

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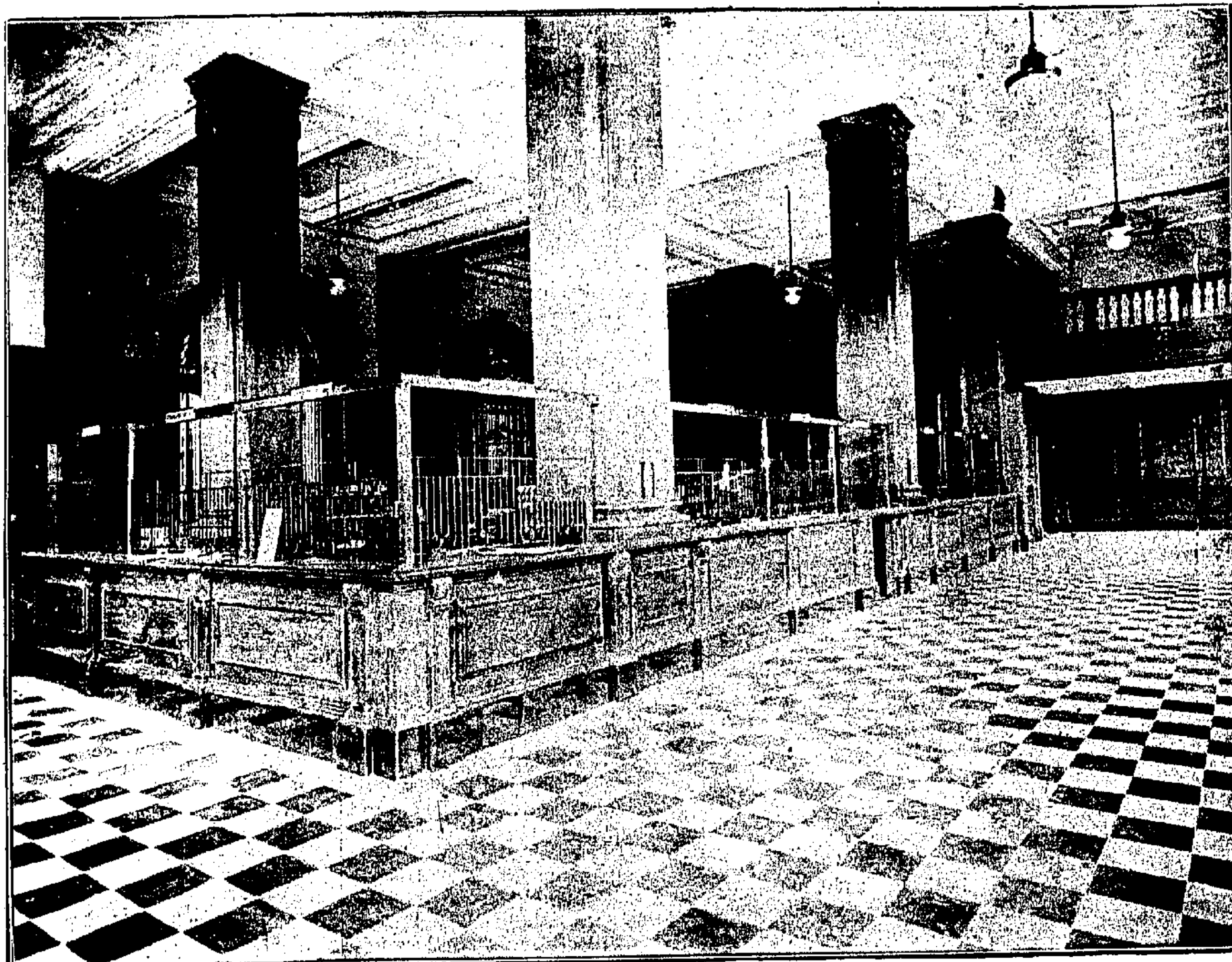
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HONG KONG, SUNDAY, JANUARY 20, 1929.

9



NOW OPEN FOR BUSINESS.—Interior of the Kowloon sub-agency of the Hong Kong & Shanghai Banking Corporation, in the Peninsula Hotel, at the junction of Nathan and Salisbury roads.—(See article on page 13).



MILITARY REVIEW ON NEW YEAR'S DAY.—In celebration of the first New Year after the unification of China, a military review was held at Lungwa, where General Hsui Shih-hwei, Garrison Commander of Woosung and Shanghai, inspected his troops. Upper photo shows the troops "presenting" arms, while in the lower photo, General Hsui is seen among the consular and other official representatives.—(Tse Chailin).



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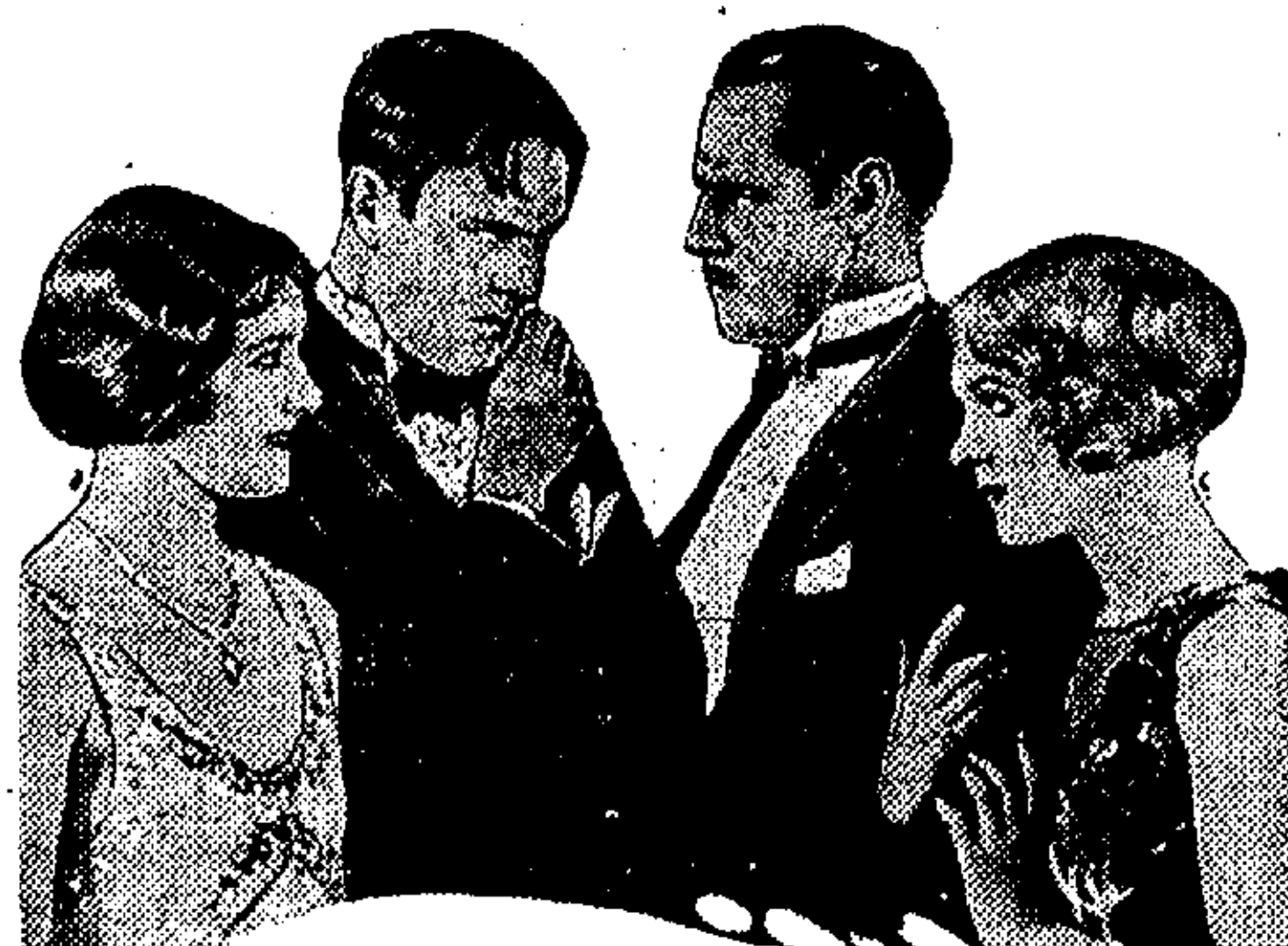
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82, Queen's Road, C. Telephone C. 2598.



EXPERT ON TEA PAYS VISIT TO HONG KONG.—Prof. Wada, on the extreme right, who is an expert on the cultivation, blending and preparing of tea. He has come from Japan to give instruction. With him are Japanese ladies of Hong Kong who have given much attention to the art of tea testing and mixing.—(K. Fujiyama).



ALICE DAY, WILLIAM HAINES, JACK HOLT & CONSTANCE HOWARD in "The Smart Set."



SANITARY DAY IN TIENTSIN.—Police officials and merchants of Tientsin recently took part in the campaign for a sanitary movement. Photo shows some of the officials and merchants sweeping the streets on Sanitation Day.—(T. T. Fong).



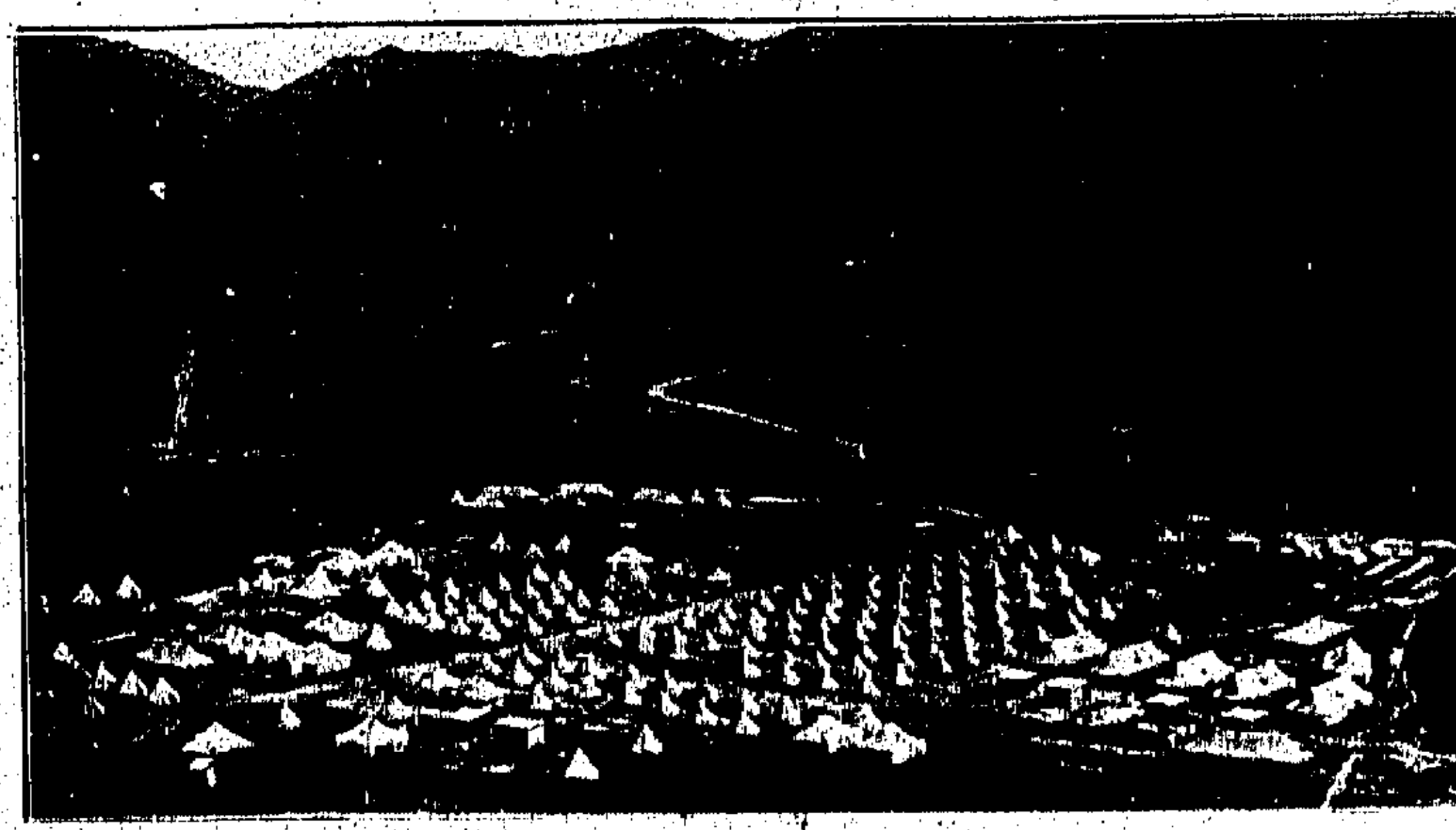
FIRST CROSS-COUNTRY FLIGHT ACROSS CHINA.—The Ryan moneplane, the "Spirit of Canton," otherwise "Kwong Chow," on the Taishatau flying field, Canton. Note the Nationalist emblem under the wing. It was in this plane that General Chung Wai-cheung carried out the first cross-country flight from Canton to Peking, and Mukden, and back.—(By courtesy of Mr. Charlie Wong).



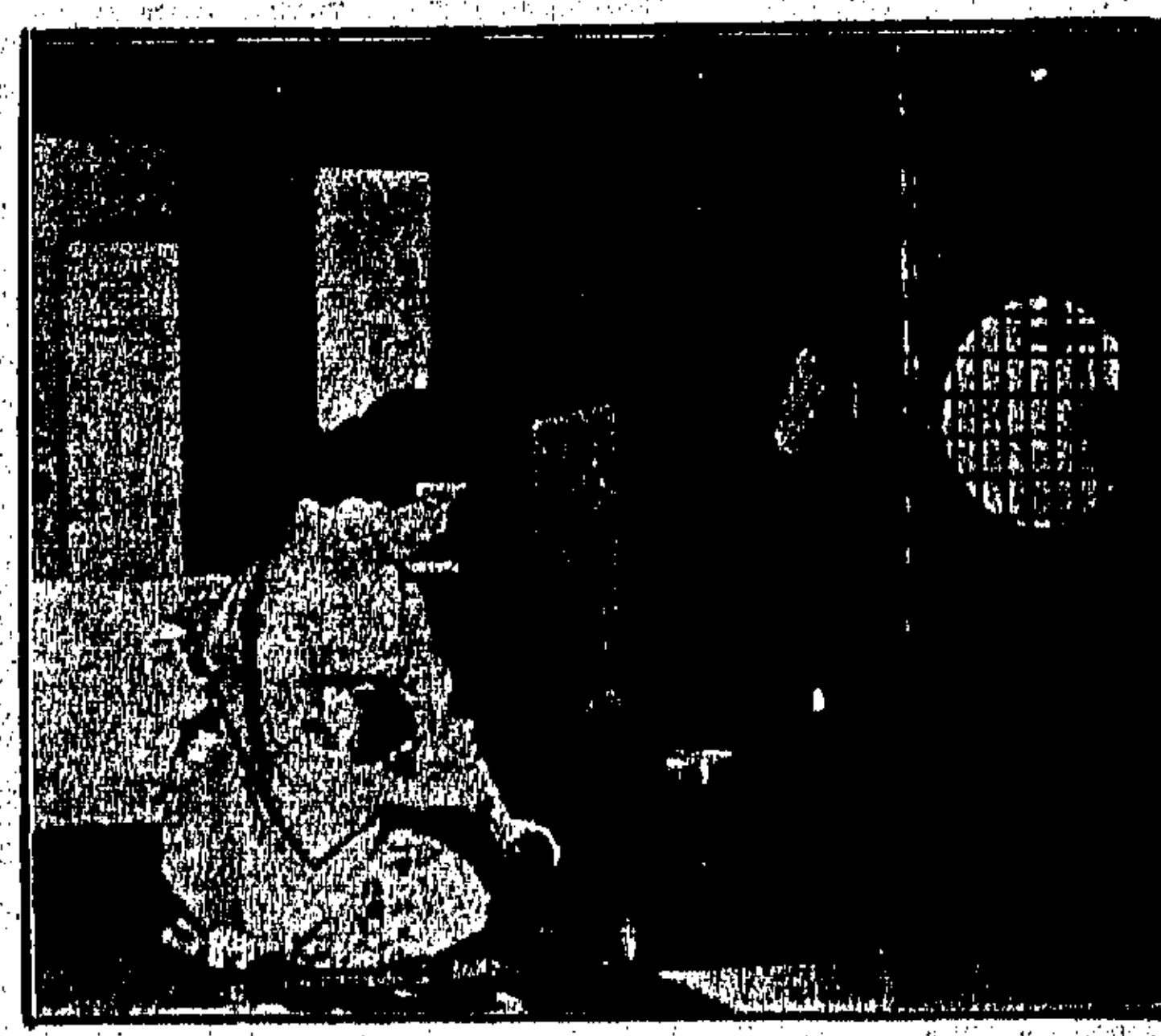
SMILING ALTHOUGH IN CAMP.—Men of the 2nd Batt. the King's Own Scottish Borderers, resting during a day's work in camp at Sun Wai, in New Territories.—(K. Fujiyama).



REFRESHMENT AFTER THRILLING WORK.—An airman flying across the continent of America on stopping at Milwaukee, asked for Thompson's Malted Milk. He got the beverage as is seen in the photo—and he completed his flight.



UNIQUE VIEW OF MILITARY CAMP IN NEW TERRITORIES.—where the 2nd Battalion of the King's Own Scottish Borderers has gone under canvas, once a year, in the military training season. The camp is at Sunwai, not far from Fanling and Sheung-shui. In the background the range of hills, north of which is the British frontier and Sam-chun River.—(K. Fujiyama).



WIFE OF THE MANAGER OF MITSUI BUSSAN KAISHA, LTD.—Mrs. J. Abe, engaged in the intricate art of tea preparation, under the expert guidance of Prof. Wada, who has come from Japan to give instruction.—(K. Fujiyama).

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MINCE PIES

How to Make Puff Pastry

Home fare could never be considered complete without the inclusion of mince-pies in the menu, and yet many housewives experience difficulties and suffer qualms of uneasiness when they begin to make them. Perhaps it is the puff-pastry which causes the trouble.

An experienced cook once stated that the six main points to remember were:

1. Keep everything as cool as possible.
2. Make the dough to a consistency similar to that of butter and knead it well.

3. Sieve the flour, and wash and dry the butter.
4. Turn the pastry seven times, letting it rest after the first, third, and fifth time.
5. Cool before baking.
6. Bake in a hot oven.

As far as utensils are concerned these are quite simple. They are a rolling pin (a fairly heavy one), a pastry brush, a mixing bowl and a flour dredger. It is better to make puff pastry in a cool room and be sure your pastry board is perfectly smooth and flat. A marble slab is, of course, ideal for this purpose.

A good amount to begin with would be half a pound of flour and the same quantity of butter, a little lemon juice, and some cold water. It is by far the better to use pastry flour which should be carefully sieved and put through a sifter before using, to ensure there being no lumps. The butter, which should be of the best, must be carefully washed to remove buttermilk and salt. This is done by putting the butter into a basin under a tap of cold running water, next heat the hands in hot water and then chill in cold, then squeeze the butter in the water until of a fairly pliable consistency, which renders it easy to handle.

Then place in a lightly floured cloth, and pat it until every drop of water has been expelled.

Place your sifted flour in a basin and to it add a pinch of salt, then take a piece of the butter about as big as a walnut and carefully work it into the flour with the tips of the fingers. Next make a well in the centre, and drop in a squeeze of lemon juice (which assists in lightening the pastry), and add sufficient cold water to form a dough. The amount of water, of course, depends on the consistency of the butter and the dryness of the flour. Actually both the dough and the butter should be of the same consistency, and if the butter is soft the dough should be equally soft (and vice versa) otherwise difficulties will arise in the process of rolling, and in all probability the butter will break through. Next, put the dough on to a lightly floured board and knead vigorously for about ten minutes until it is smooth and velvety and shows no sign of sticking to the fingers.

The thorough kneading of the dough is very important, and during the process as little dry flour as possible should be used. When the dough is elastic and smooth, roll it out with the rolling pin into a thin round or square, and shape

(Continued at foot of Next Column)

SIMPLICITY MARKS THE MODERN TABLE SERVICE

Fewer Courses and a General Trend Toward Novel Treatment of the Table Decorations Are Featured. Colour in Linen, Glassware and China Are in Vogue.



Along with changing moods and modes in all household decorations and appointments there is noticed a new treatment of the table service. The absence of the many courses that used to be considered

at formal dinners has much to do with the simple aspect of the table and its service.

The modern note is emphasized. Colour has become important and all the formalities heretofore associated with important dinners have been scrapped in the name of simplicity and modernity.

The desire for plainer living and the avoidance of rich food—and much of it—is undoubtedly responsible to a large degree for the fewer courses that are served at the formal dinners. To-day a six course dinner is considered sufficient. This consists of fruit-cup or cocktail, soup, entree, meat and vegetable course, salad and des-

serts. Bonbons and nuts are served with the dessert. In some cases fruit is served as an extra. The modern trend also is towards serving after dinner coffee at the dining table rather than in the drawing room. This is occasioned by women smoking, as well as the men.

The fewer courses served necessitates a simpler setting of the table. Salt and pepper shakers, one set for two persons, are placed upon the table. Then the individual covers are laid with a service plate marking the place of each guest. The forks to be used are arranged in the order of their use to the left of the plate and one half inch from the table edge. The knives and spoons are placed to the right of the service plate. To the right, above the knives and spoons are placed the goblets that are to be used. No more than three knives and three forks should be placed on the table. Additional silverware may be served with later courses.

The service plate remains upon the table for the first three courses only and is replaced by the dinner plate for the meat and vegetable course.

The keen desire for simplicity is shown in the silver placed upon the table. It is nearly always seen in the simplest of designs and is sparingly used. When it serves as a centrepiece it is always in the form of a low bowl to hold flowers that do not obscure the guests' view across the table. The candle sticks that accompany it, too, are simple in design and form a lovely picture when used in fours.

But glassware in all its loveliness has come to take the place of silver whenever it is possible. Glass bowls in modernistic designs, candle sticks, compotiers and other table decorations are delightfully shown in the modern spirit.

Colour has invaded the most formal of tables. Glassware in delicately appealing shades make lovely the service. Pale greens, topaz shades, orchid tones, blues, and rich sparkling reds all are seen on the most formal and most modern spirited tables. Centrepieces of flowers in crystals with candle sticks to match are lovely. Salad plates, dessert plates as well as goblets and finger bowls all conforming to period designs or of the newer modernistic patterns may be obtained to create a new and appealing note on the dinner table.

Colour, too, is important even in the formal dinner cloth. No longer is all white in plain damask or rich embroidery the only coverings used. To-day finds delicately tinted linens harmonizing with the coloured glassware and china. Coloured and embroidered linens are seen. Fine linen dollies and runners, too, are used upon the most formal of tables as well as the handmade lace cloth so lovely for formal effects.

Corinne Griffith, who is seen in First National's "The Divine Lady," delights in entertaining in her charming Hollywood home. Miss Griffith's table is noted for its novelty and simplicity and one of the most appealing of her dinner services combines white, jade, green and black.

Luxurious Pyjamas



Pyjamas of rose pink satin and velvet. The velvet jacket is trimmed with gold braid at the neckline, at the bottom, as well as the sleeves; the trousers are of satin with an embroidered border matching the coat. Note the mules trimmed with ostrich feathers.

Simplicity



Tulle treated in the new flat manner is responsible for the graceful circular skirt in the above model. It is of American design. The bodice accentuates the natural waist line. Notice the leaf motif embroidered in crystals and strass.

HINTS ON ICING CAKES

If using glace icing, all decorations must be ready beforehand and must be put on very gently directly the cake is iced and before the icing hardens. Never touch the top of a cake which has been iced with glace icing. If bare patches show on the sides of the cake lift some of the icing which has run on to the dish or plate with a knife dipped in cold water, and smooth it quickly over the patches.

To Keep Icing Soft

If royal icing is not used at once cover it with wet-muslin to prevent a crust forming on the top. When using it spread it over the cake with a palette knife and smooth with the knife dipped in cold water. Do not decorate until the icing has set. A design may be pricked on a cake iced with royal icing.

Royal icing, if not allowed to harden, may be beaten up and used again, so if practising "piping" on a plate the icing need not be wasted.

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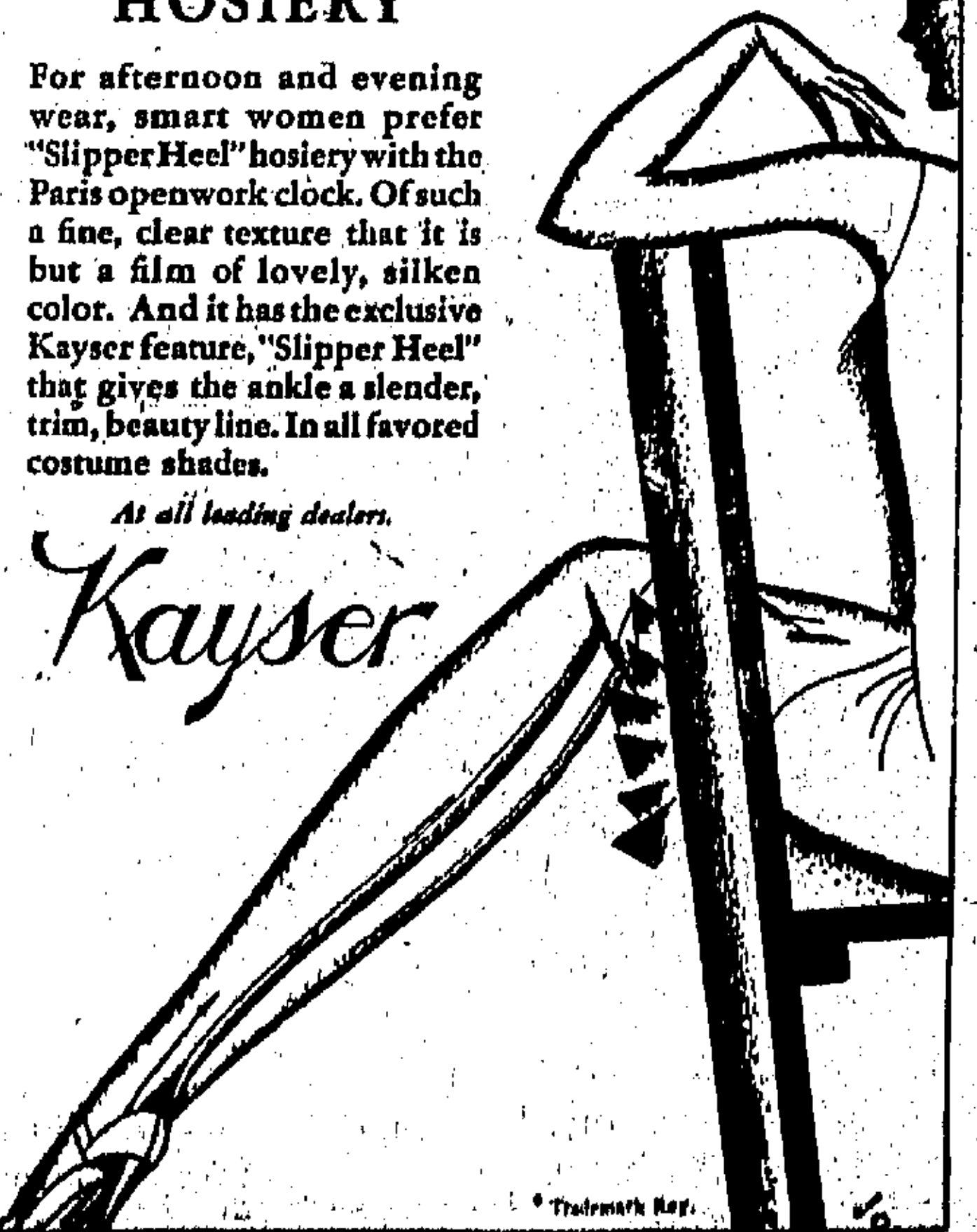
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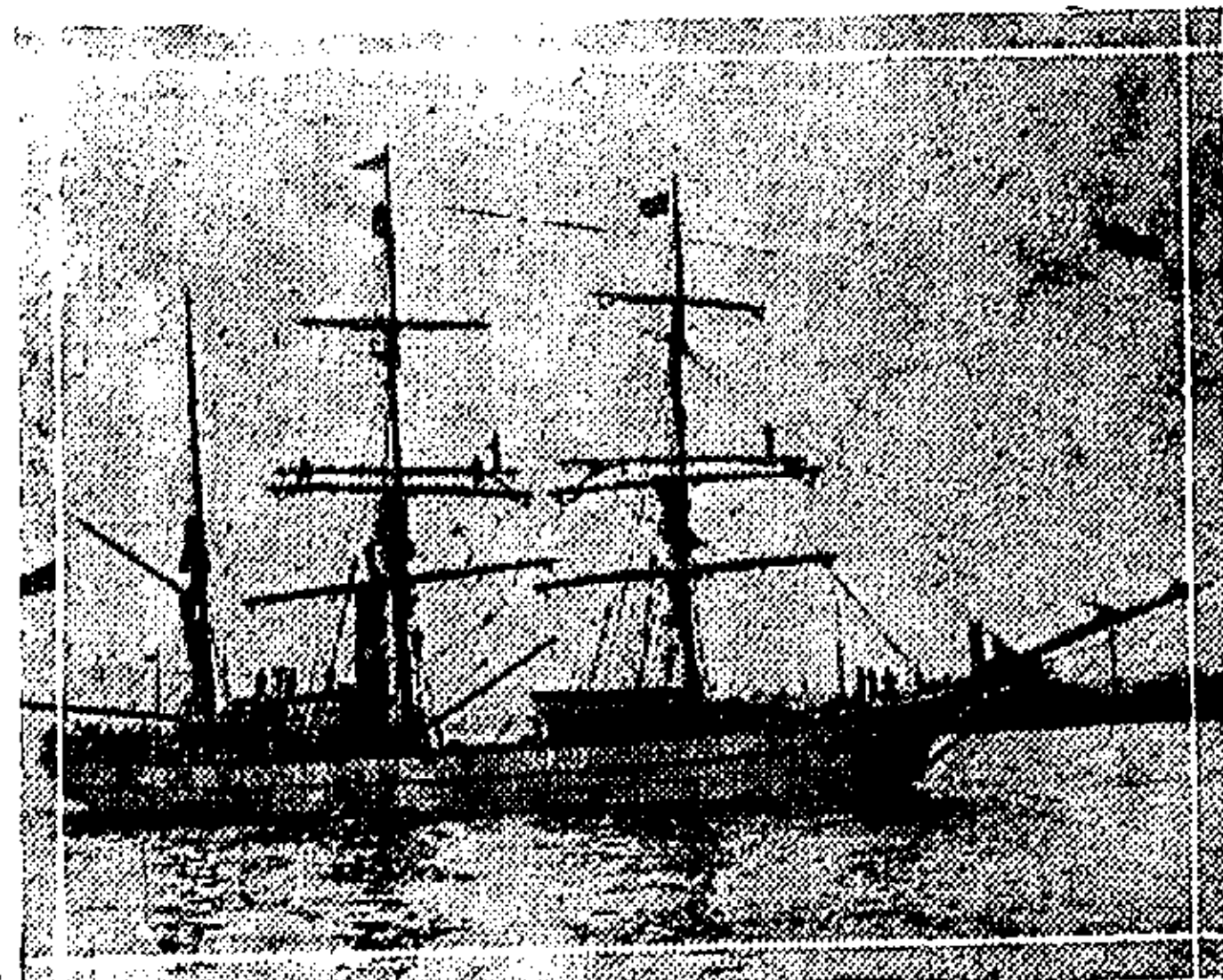
Intending pupils should get in touch with Mr. Smith at once as he is going away shortly.

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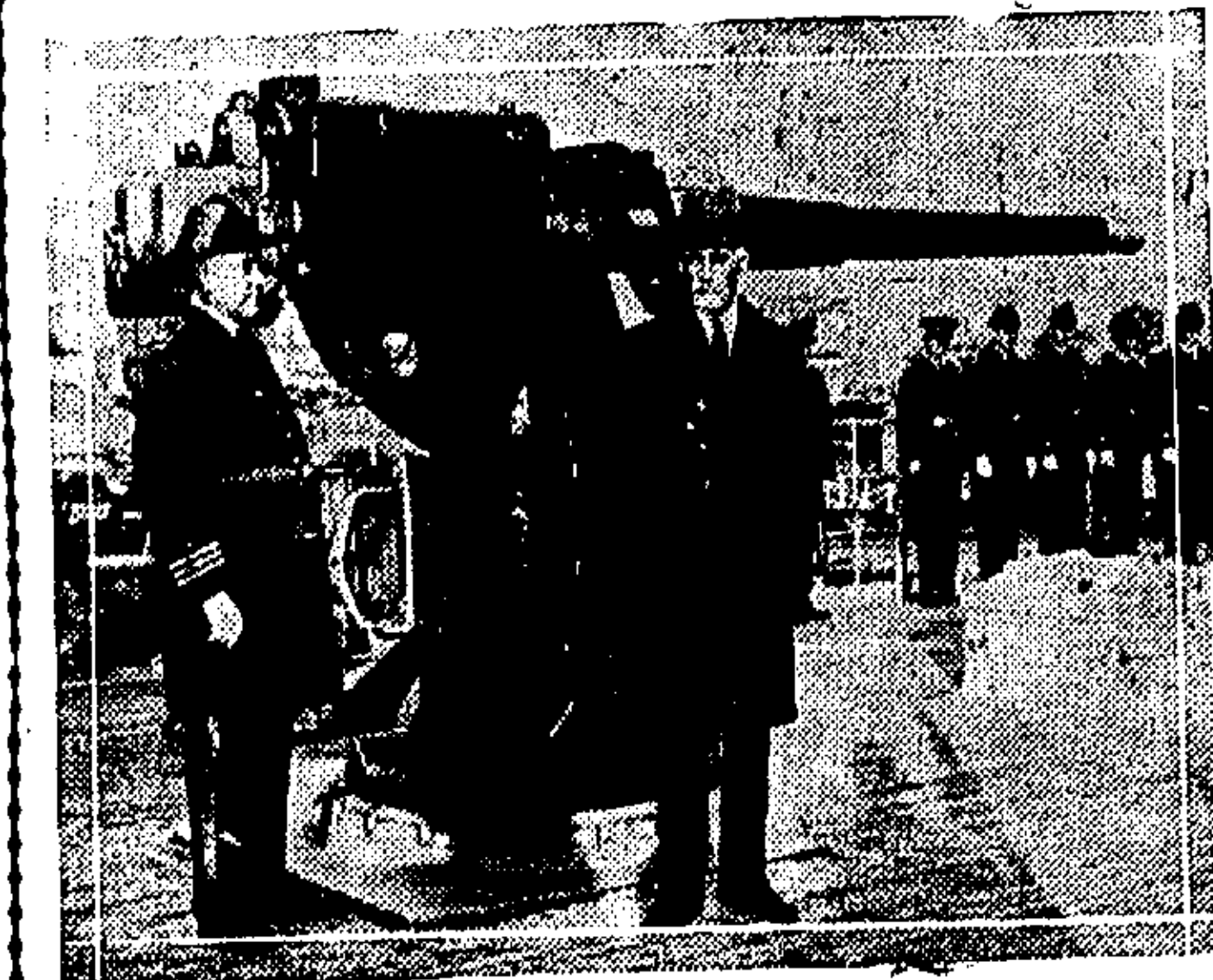
ROUND THE GLOBE IN PICTURES.



People in Como, Italy, going to work in the rowboats which ordinarily are used for the pleasure of tourists on the renowned and beautiful Lake Como, which overflowed its banks and flooded the city, causing heavy damage.



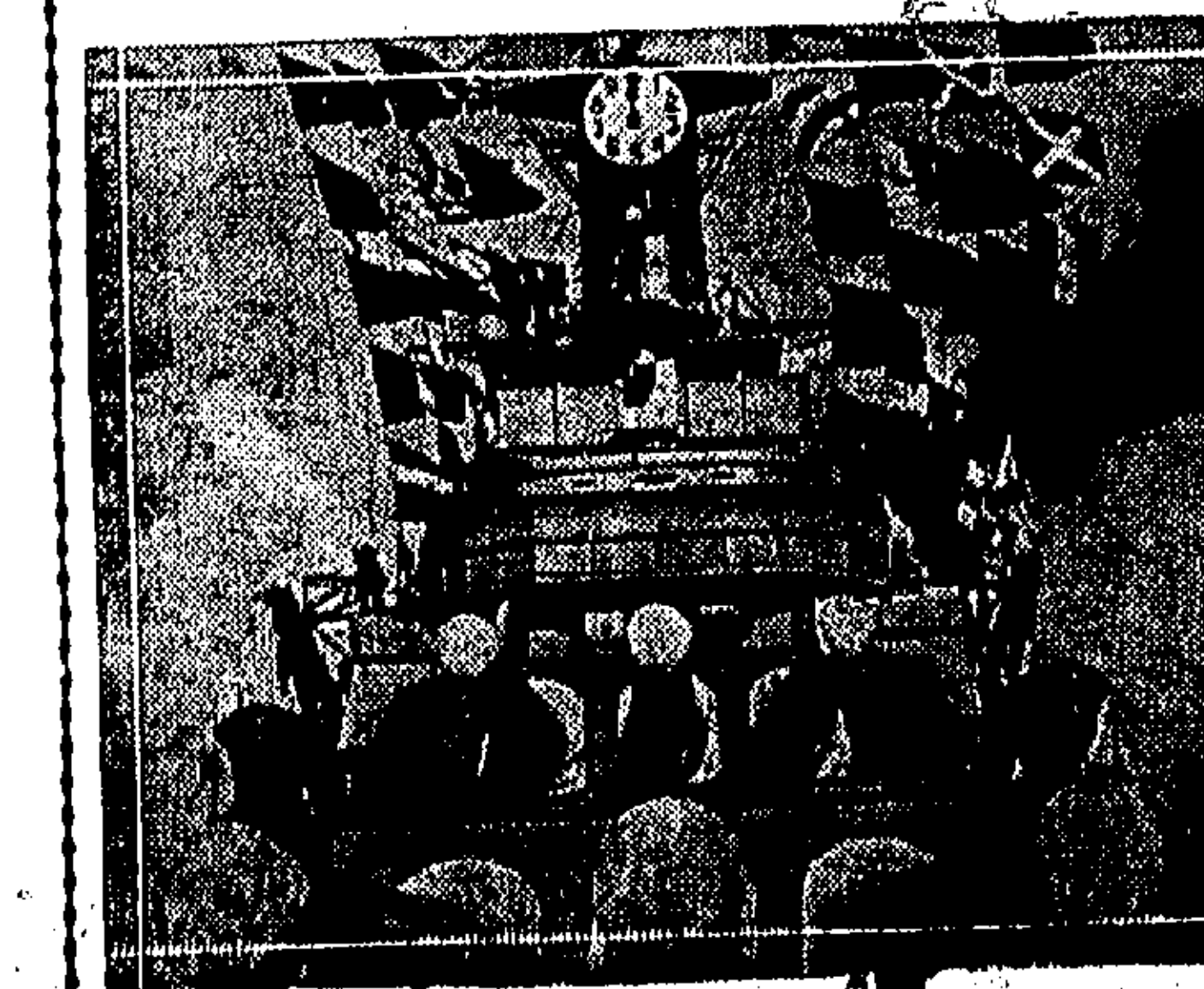
Commander Byrd's ship, "City of New York," which left Dunedin, New Zealand, Dec. 2, on the last lap of his journey to the Antarctic regions.



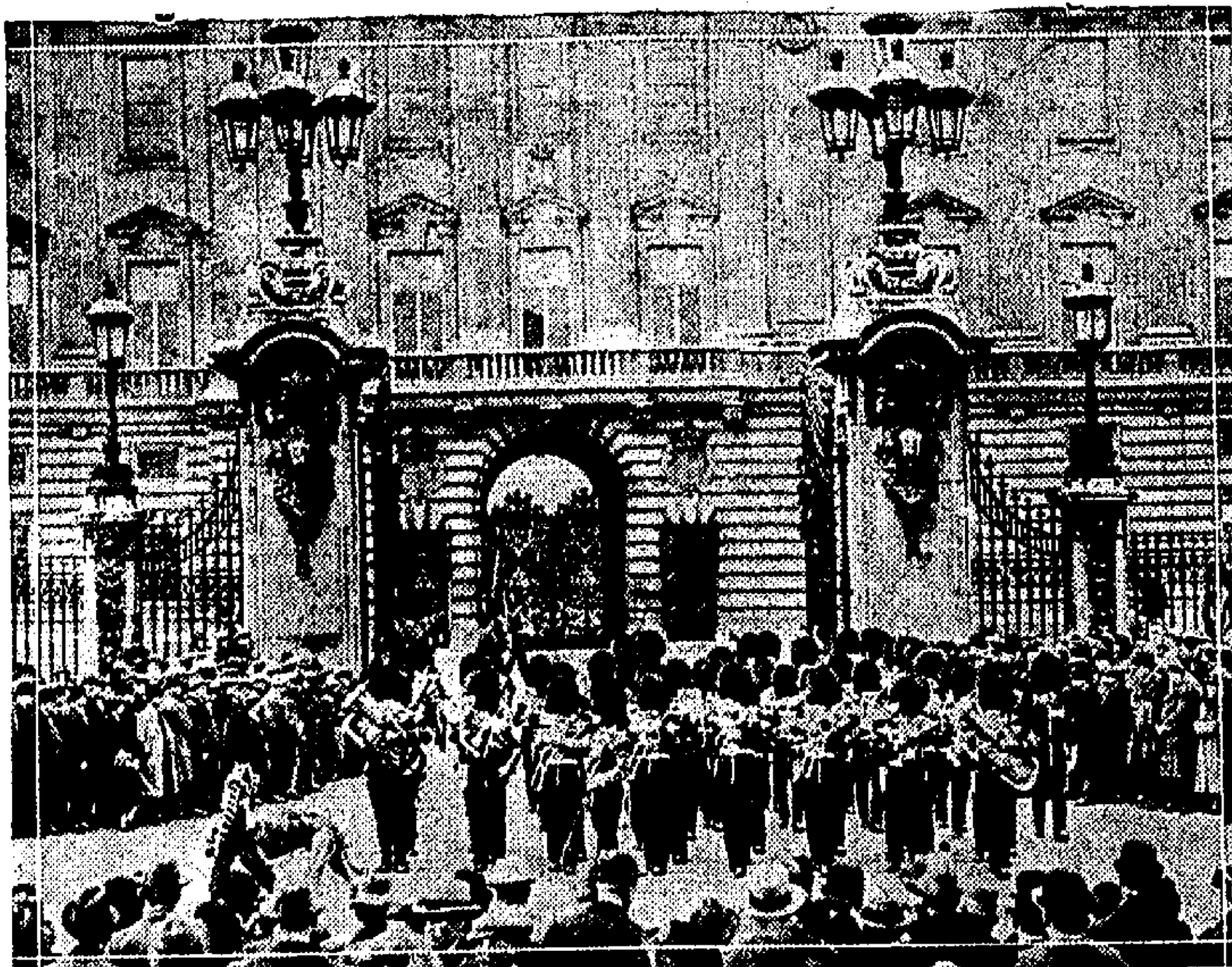
The U.S. Secretary of the Treasury, Mr. Andrew Mellon (on right) and Comdr. T. W. Dempwolf, Commander of the U.S. Coast Guard cutter "Chelan," on the decks of this new ship when she visited Washington, prior to sailing through the Panama Canal for duty in Alaskan waters.



"Fair Oaks De Vries Nellie," champion and one of the most famous Holstein cows in the West of the U.S.A. On numerous occasions she has given as much as 100 lbs. of milk a day.



An unusual view of the big guns and mast of the flagship of the U.S. Battle Fleet, the "California," during flag hoist exercise—that is, airing the ship's "alphabet" flags, those which are used in signalling. The clock-like device is a range-clock, with 10 marks on it—1,000 yards for each number.



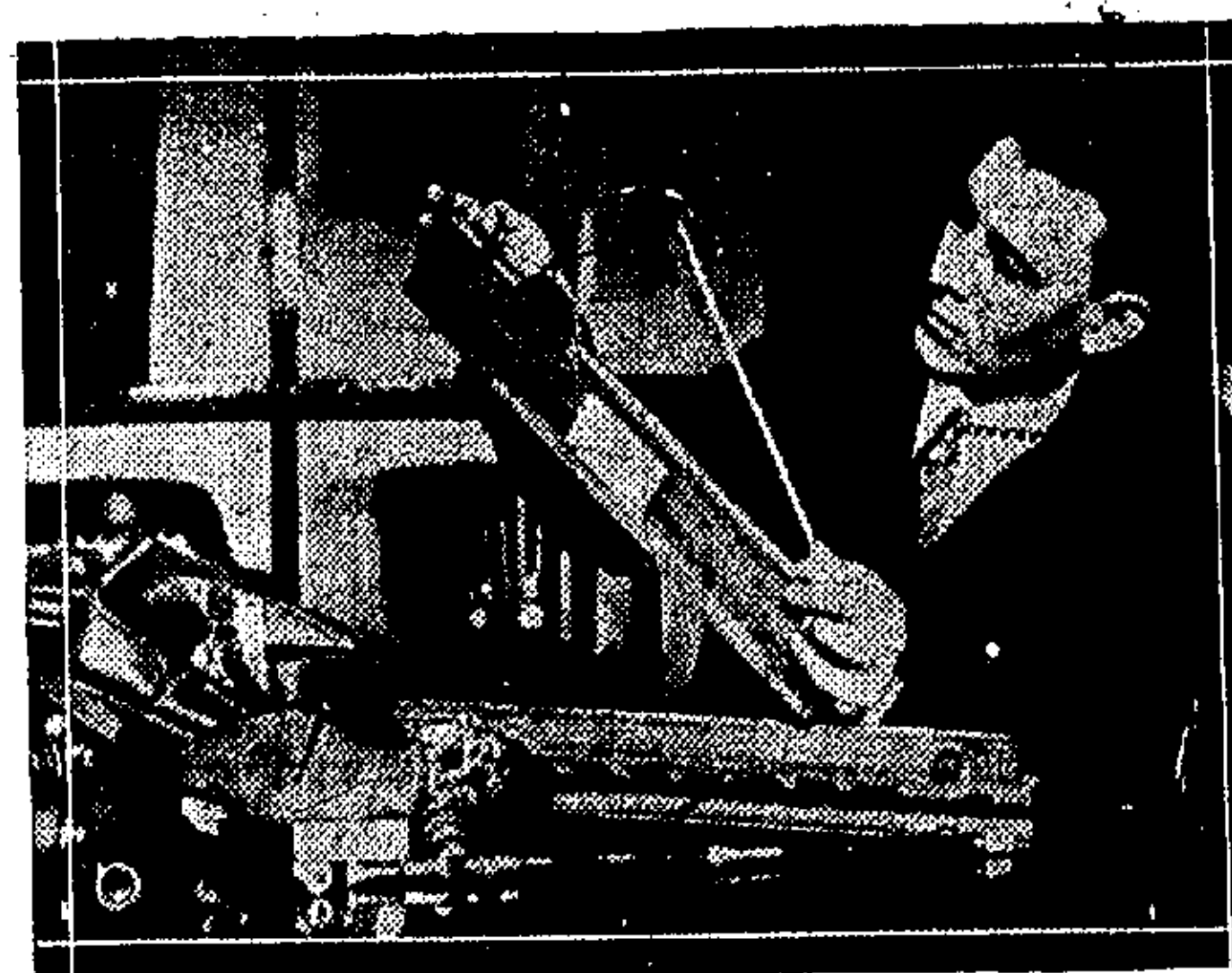
A scene in front of the main entrance at Buckingham Palace, London, showing the famous band of the Grenadier Guards playing at the changing of the guard.



A huge striped marlin swordfish, which was landed by rod and reel after an 11-hour battle. Deep-sea fishing is a favourite sport in New Zealand for both men and women.



Miss Methilde Sylvestre, who is studying opera at the Paris conservatory, has been adjudged "Miss Paris of 1928," by the judges of this famous beauty contest. "Miss Paris" is 22 years old.



Mr. E. K. Rabbitt, special agent of the U.S. Narcotic Bureau, with a part of a brick partition taken from a wall during an opium raid. The partition is hollowed out to allow space for an opium scale. On the desk is another portion of the partition hollowed out to hold two ounce tins of opium. Both pieces join together and are released by a hidden spring. On the desk are also other devices used in smuggling, such as shoes with hollow heels, also opium smoking outfits.



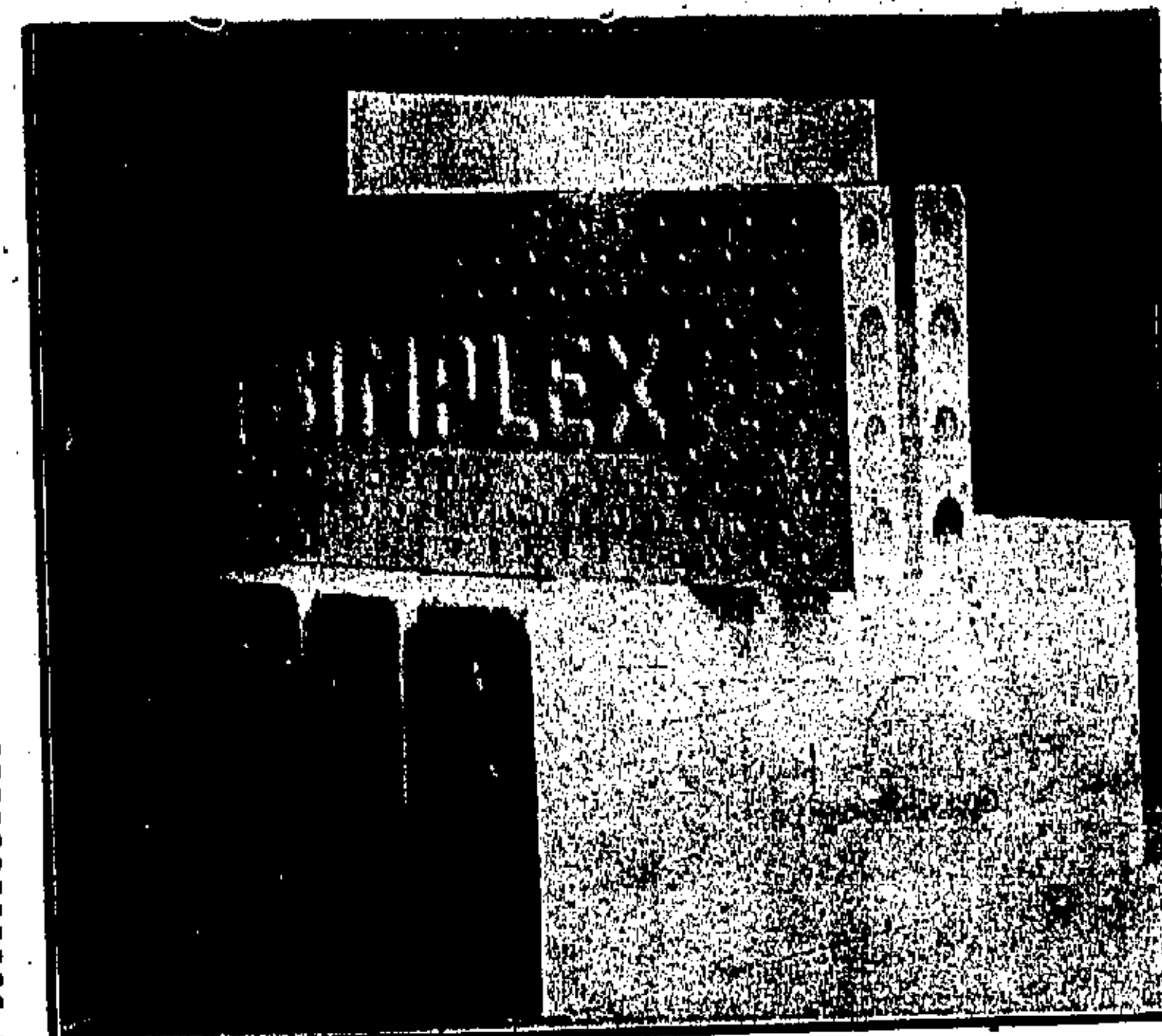
A new type of airport floodlight. It is different from any in use in that it has no circular lenses or mirrors. It is portable and can be moved anywhere on the field. It contains a row of 14 powerful lamps with a total of 3,000,000 candle power, sufficient to read a newspaper by a mile away. The light is spread so low over the ground that it will not "hit" into the eyes of the landing pilot.



Left to right, Princess Astrid, King Albert, Queen Elizabeth and Prince Leopold of Belgium, saluting to the memory of the unknown soldier of Belgium during the tenth Armistice Day observance in Brussels, in which everyone in that little country took part.

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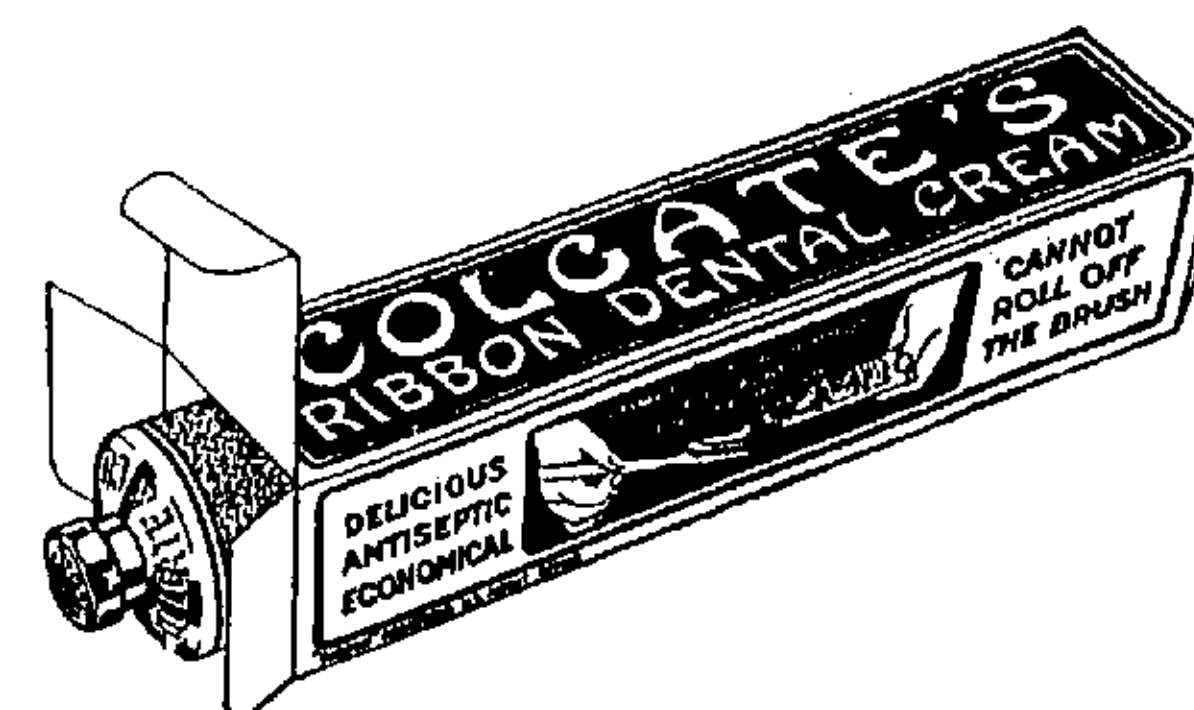
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The former Miss Estelle Manville, a New York society girl, who was recently married to Count Folke Bernadotte, nephew of the King of Sweden. Left to right, the new Countess, the Count, Mrs. Manville, mother of the bride; Mr. H. Edward Manville, her father.

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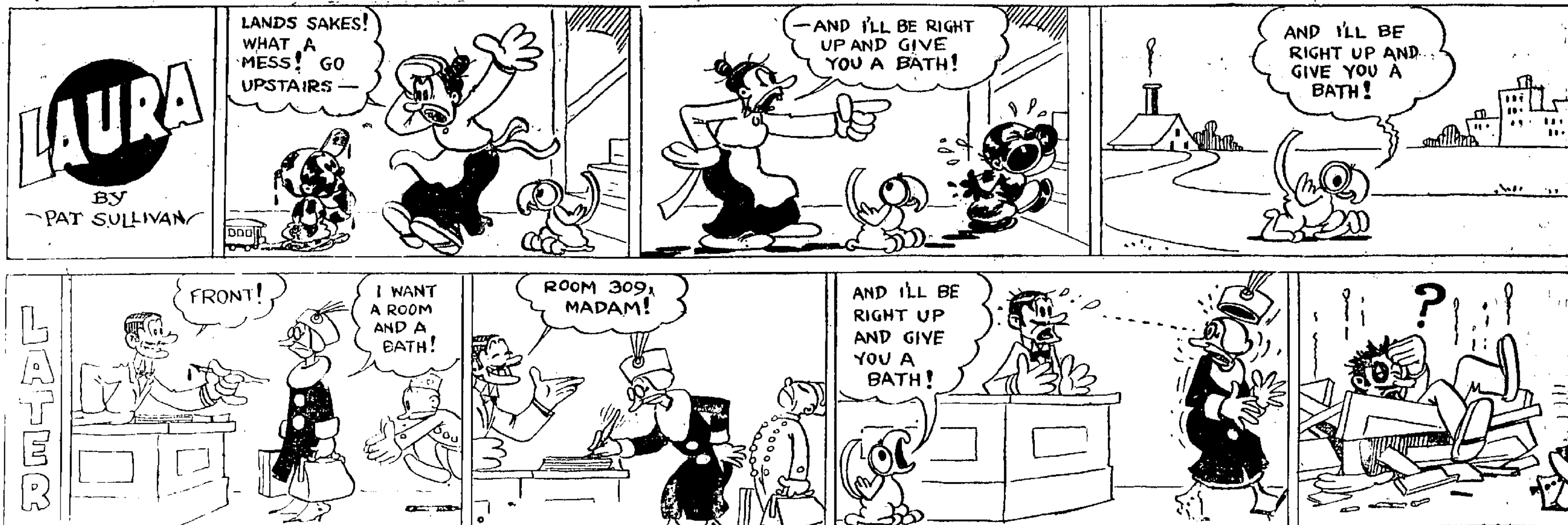
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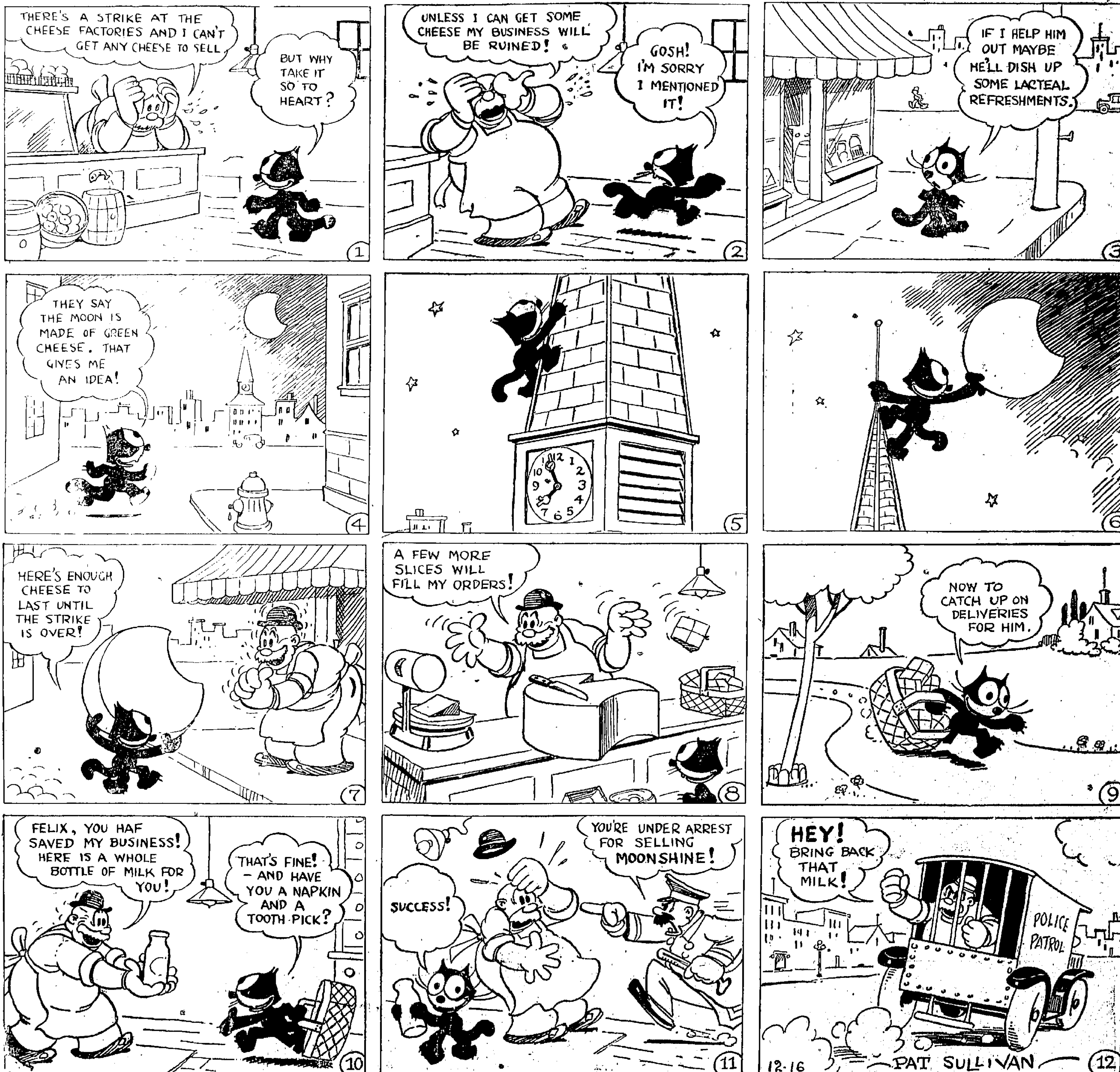
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Decadence of Organ-Building

In the "Courrier Musical," Ch. M. Widor writes:

"Our happy-go-lucky organ-builders copy the methods of wind supply discovered by Cavaille-Col, but it is the only method of his which they copy. They lack the sensitiveness that would enable them to appraise the delicacy of his timbres, and the capacity to reproduce these timbres. Some of them even dare to infringe all the rules adopted in France for over sixty years and confirmed by the Vienna Congress of 1909—rules concerning the keyboards, the keys, the combinations, &c. . . . all of which should be common to all organs. The result, naturally, is anarchy. Mechanism has been replaced by electric wires; an economy for the builder, but a disappointment for the organist. Security is lacking: you have to expect accidents every week, if not every day. Once I caused one of these new-fangled consoles to be opened, and I was able to see how indifferently it had been planned, and how carelessly carried out. The tone of the instrument was as unsatisfactory as its construction. Let the decisions, the plans, the very spirit of the Vienna Congress be remembered. At the present time all German organists agree to remind organ-builders that the instruments must be made to suit those who will play them, and that builders cannot have it all their own way. We cannot and will not witness in cold blood the downfall of our art."

Abridging Wagner's Scores

In the "Melos," Roger de Cam-pagnolle (who is, a foot-note tells us, a medical practitioner of Munich, and no specialist in music) declares that it is high time for the decision to bring Wagner's masterpieces down to normal length:

"It is all too true: that 'Wagner gives us wonderful moments and terrible quarters of an hour.' In Wagner's works the effective things are not the drama, but the beautiful moments and lyrical-musical gems, that shine out as jewels amid the sand. And if the sand—endless orchestra—does not crush them out of sight, it is because one gets gradually so tired that one no longer hears the orchestra as music. Wagner's works will long continue to be played, but not in their original form. It is difficult to decide how they should be shortened. 'Tristan' should remain untouched; it is the most perfect and most genuine of Wagner's works, and, alas, I fear that it will be the first to disappear from the stage. Likewise, there can be no question of cuts to 'Parsifal'—not on account of its religious character, but because it is the most compact of the *leitmotiv* dramas, and the most pleasant to listen to. Remain 'The Mastersingers' and 'The Ring.' These should be shortened, but not by 'cuts.' In 'The Mastersingers,' the whole verbal text should be preserved, but for the greater part in ordinary speech forms; all the sung dialogues—and even some of the Preludes and Interludes and bits whose only function is to emphasise melodramatically the purport of the words—should go overboard. In this drastic procedure lies the one hope of ultimate salvation. 'The Ring' cannot be treated similarly, but should be treated differently, so as to fill two evenings. Only the capital scenes should be staged, and the remaining, explanatory parts could be recited off-stage—say, from the orchestral pit, at times with orchestral accompaniment."

Bartok

In the "Aufakt," Ladislaus Pollatsek offers a number of useful remarks on Bartok's music in general, emphasising the individuality and consistency of his style, his profound and highly original sense of the grotesque, far deeper than the irony of Poulenc, Medner, Prokofiev, or even Stravinsky, and the correspondences between his art and folk-music. He considers the pantomime 'The Wooden Prince' as most typical by virtue of its sharp definition of situations and of the formalisation of the grotesque in dancing and acting. The 'Wonderful Mandarin,' he says, is one of his most baffling achievements on account of its realism and bitterness of tone. In this work and in the Piano Concerto Bartok's affinities with Stravinsky are clearly shown.

In the "Musikblätter des Anbruch" appears an excerpt of a forthcoming book on Bartok's music style by Edwin von der Nüll. This excerpt is an exposition of the

"MOONLIGHT NIGHT"

New Opera by Julius Bittner

"Moonlight Night" ("Mondnacht"), a new opera, written and composed by the Australian, Julius Bittner, has been performed, under Bruno Walter, at the Municipal Opera House in Berlin, where, of late, more and more premieres originally intended for Vienna are taking place. This is an amicable settlement of an old question of precedence in musical matters, and, to some prophets, a forerunner of the future union between the two countries. Nowhere is Viennese music more appreciated than in Berlin. Since the composer of "Moonlight Night" is a reversion to type in his delicate musical phrasing and general predilection for harmony over atonality the success of this work is believed to be a lasting one and not due to a first enthusiasm.

"Moonlight Night" is a tragedy of eighty years ago, when old standards held good and young officers who gambled and could not pay their debts of honour at a certain hour were urged to take a revolver and end their shameful careers. In this case there is a wicked friend, spy of the government and agent-provocateur, who suggests that the theft and sale of a military plan might bring in the needed cash. The young officer falls into the trap laid for him and steals the plan. Long before this he had fallen in love with his delightful over-the-way neighbour, a young girl who walks in her sleep and takes a perilous stroll nightly on the edge of her sloping roof.

Acting on the old superstition that the inexperienced gambler always has luck the first time, the officer now takes his fair neighbour with him to the gaming tables and wins more than enough to pay his debts, arriving home, unhappily, to find the police waiting for him accompanied by his colonel with the revolver. The shot which he ends his life awakens the sleep-walking girl, who misses her footing on the roof's edge, and is hurled down to her own death.

There is delightful scenery in this opera, the sleep-walking is wonderfully realistic, and the audience hold their breath as at any taut performance. The music is so "easy," the tale so simple, the whole such fit fare for the bourgeois lover of opera in its milder forms, that Berliners are grateful to both Julius Bittner, who holds high office in the legal profession in Vienna, and to Bruno Walter, who has followed his musical career with sympathy.

view that Bartok's harmony should be considered as embodying 'extended tonality,' not atonality; and that in all technical respects we have to deal, in his music, with evolution, not revolution. His creative imagination is entirely instinctive, and owes nothing to intellectuality.

A 'Jewish' Music

In the same issue, Erwin Felber writes:

"Nationality in music depends partly on geographical, ethnographical, and cultural influences, partly on heredity and spiritual disposition. Jewish music cannot be Jewish simply by being founded on more or less genuine old Jewish elements. Let it also be remembered that the Jew of France is very different, in mind and body, from the Jew of Russia. Meyerbeer and Mendelssohn were Germans in spirit and outlook, who could never have written music to be spoken of as 'Jewish' in the same way as we may speak of 'Italian' or 'French' music. The same applies to Mahler, whose conscious acknowledgment of Western culture greatly outweighed any unconscious memories of, or leanings towards, the East he may have had. In Russia (the bridge between East and West) the way might be easier for real Jewish music. But Russian Jewish composers (Engel, Akhron, Krein, Milner, Gnessin, Feinberg) start by utilising purely European conceptions (forms) and materials (harmony, rhythm, &c.). Therein lies their fundamental error. A really Jewish music can exist only on the basis of a 'Pan-Asiatic' sensitiveness, which will be consciously adverse to the 'Pan-European' musical language."

Erik Satie

The "Dollat'no Bibliografico Musicale" contains a complete list of Erik Satie's works. 'Its length will surely surprise most readers, for very few of these works are known, except to a small number of Satie specialists.

BANKING HALL

In Peninsula Hotel Building

WAYFOONG SUB-AGENCY

On page nine of this issue is a photo of the interior of the Kowloon sub-agency of the Hong Kong and Shanghai Banking Corporation, at the junction of Salisbury and Nathan-roads.

This sub-agency is now open for all kinds of banking business. The woodwork of the banking hall and the furniture is all in teak, wax polished, leaving the teak its natural colour. The grilles are in bronze. The joinery, furniture and grilles were executed by the Hong Kong & Whampoa Dock Co., Ltd., and the black and white marble squares to the floor and black skirting to counters were executed by Messrs. A. Vannini & Co., the marble being imported from Italy; the plastering was by Arts and Crafts, Ltd., electrical wiring, etc., by Messrs. William C. Jack and Co., Ltd., and the strong rooms constructed by the Hong Kong Engineering & Construction Co., Ltd., Messrs. Chubb's supplying the strong room doors and the safes.

The architects were Mr. Geo. W. Grey, F.R.I.B.A., F.S.I., and Mr. J. Bentley Hawker.

CRICKET

(Continued from Page 5.)

Diocesan School					
W. H. Kwan, b Randle	0				
F. K. Lee, run out	1				
Rev. W. T. Featherstone, b Randle	1				
A. Prata, b Lacey	7				
G. A. Lee, c and b Randle	12				
G. Winch, b Randle	4				
Pong Pung-fong, b Lacey	9				
H. Jackson, b Randle	9				
G. White, c Edwards, b Randle	0				
B. Chan, b Lacey	9				
R. Lee, not out	0				
Extras	12				
Total	49				

BOWLING ANALYSIS.					
	O.	M.	R.	W.	
Randle	9	1	20	6	
Lacey	8.3	3	17	3	

SERGEANTS v. P.O.'S

In a friendly match between the R.E. Sergeants and Chief and Petty Officers, H.M.S. "Hermes," the former compiled 117 as against the Navy team's 57, a feature of the game being the fine bowling display by E. R. A. Gregory, R.N., who took seven wickets for 35 runs. Scores:—

R.E. Sergeants					
Mitchell, l.b.w., b Gregory	5				
Harrison, b Gregory	25				
Butler, b Clayton	1				
Burridge, b Gregory	26				
Peachey, b Gregory	1				
Trumper, b Gregory	0				
Rennell, c and b Gregory	0				
Leppard, c Clayton, b Gregory	13				
Palmer, not out	4				
Pycok, b Almond	11				
Extras	31				
Total	57				

BOWLING ANALYSIS.					
	for				
Gregory	7	for	35		
Chief & Petty Officers, H.M.S. "Hermes"					
Clayton, b Harrison	13				
Dunk, c and b Harrison	0				
Gregory, b Leppard	8				
Williams, b Harrison	4				
Charlton, b Peachey	1				
Yeary, c and b Butler	14				
French, c Pycok, b Butler	4				
Else, not out	3				
Young, c Harrison, b Trumper	7				
Irvine, b Trumper	0				
Extras	3				
Total	57				

LEAGUE TABLES

The positions in the league to date are:—

Division I.					
	P.	W.	D.	L.	Pts.
Kowloon C.C.	6	2	3	1	9
Hong Kong C.C.	4	2	2	0	8
Indian R.C.	5	2	2	1	8
Civil Service C.C.	5	1	3	1	6
Craigengower C.C.	7	1	3	3	6
University	2	1	0	4	4
Royal Navy	4	1	1	2	4
Chinese R.C.	5	1	1	3	4
Royal Artillery	2	1	0	1	3
Division II.					
	P.	W.	D.	L.	Pts.
Indian R.C. 2nd	10	8	1	1	25
H.K.C.C. 2nd	7	8	0	1	18
R.E. & S.	8	6	0	2	18
Craigengower 2nd	9	4	2	3	14
Tecoro	10	4	1	5	13
Kowloon C.C. 2nd	7	3	3	1	12
C.S.C.C. 2nd	9	3	2	4	11
R.A.S.C.	7	2	2	3	8
University 2nd	5	2	2	1	8
Police R.C.	9	2	0	7	6
Royal Naval 2nd	5	1	1	3	4
Electric R.C.	8	0	2	6	2
R.A.O.C.	4	0	0	4	0

NEW SERIES.—No. XXXV.

World Famous Stories

THE ASSASSINATION

[By Walter Savage Landor]

(Walter Savage Landor 1775-1864, was a famous British writer, author of "Imaginary Conversations," of which the following is one between the "Empress Catherine" the Great of Russia and Princess Dashkof, at the time of the assassination of Peter, Catherine's husband.)

"Into his heart!" shrieked Catherine outside the double doors that separated her from the bedroom and bath chamber, 'into his heart! If he escapes, we perish. Do you think, Dashkof, they can hear me through the door? Yes, hark! They heard me; they have done it. What bubbling and gurgling! He goaned but once. Listen! His blood is busier now than it ever was before. I should not have thought it could have splashed so loud upon the floor, although our bed, indeed, is rather of the highest. Put your ear against the lock, Dashkof."

"I hear nothing," said Dashkof, doing as she was told.

"My ears are quicker than yours," said Catherine, "and know these notes better. Let me come to listen—hear nothing! You did not wait long enough, nor with coolness and patience. There! There again! The drops are now like lead—every half minute they penetrate the elder-down and the mattress. How now! Which of these fools has brought his dog with him? What tramping and lapping! The creature will carry the marks all about the place with his feet and muzzle."

"Oh, heavens! Dashkof exclaimed, hearing this.

"Are you afraid?" snarled Catherine.

"There is a horror that surpasses fear, and will have none of it," said Dashkof. "I did not realize this before."

"You turn pale and tremble," said Catherine. "You should have supported me, in case I was about to faint."

"I thought only of the tyrant," said Dashkof. "Neither in life nor in death could any one of these miscreants make me tremble. But the husband slain by his wife! I saw not into my heart; I looked not into it, and now it chastises me."

"Dashkof, are you really then unwell?" asked Catherine.

"What will Russia say? What will Europe say?" gasped Dashkof.

"Russia has no more voice than a whale," said Catherine. "She may toss about in her turbulence; but my artillery—for now, indeed, I can safely call it mine—shall stun and quiet her."

"God grant—" began Dashkof. "I cannot but laugh at thee, my pretty Dashkof!" scorned Catherine. "God grant, indeed! He has granted all we wanted from him at present—the safe removal of this odious Peter."

"Yet Peter loved you," said Dashkof, "and even the worst husband must leave, surely, the recollection of some sweet moments. The sternest must have trembled, both with apprehension and with hope, at the first alteration in the health of his consort; at the first promise of true union, imperfect without progeny. Then there are thanks rendered together to heaven for this child, and satisfactions communicated, and infant words interpreted. And when the one has failed to pacify the sharp cries of babyhood, pettish and impatient as sovereignty itself, the success of the other in calming it, and the unenvied triumph of this exquisite ambition, and the calm gazes that it wins upon it."

"Are these, my sweet friend, your lessons from the Stoic school?" "Are not they rather the pale-faced reflections of some kind marriage-lover from Livonia or Bessarabia? Come, come away. I am to know nothing at present of this deplorable business. Did not you wish his death?"

"It is not his death that shocks me."

"I understand you; beside, you said as much before."

"I fear for your reputation," said Dashkof.

"And for your own good name, oh, Dashkof?"

"He was not, nor did I ever wish him to be, my friend."

"You hated him," said Catherine.

"Even hatred may be plucked up too roughly."

"Europe shall be informed of my reasons," said Catherine. "If she should ever find out that I countermanded the conspiracy. She shall be persuaded that her repose is the step necessary, that my own life was in danger—that I fell upon my knees to soften the conspirators, that only when I had faintly the horrible deed was done, Europe knows already that Peter

was always ordering new exercises and uniforms; and my ministers can prove at the first audience that I have a womanly love of peace."

"Europe may be more easily conquered than fooled," said Dashkof. "She shall be both, God willing," retorted Catherine.

"The majesty of thrones will seem endangered by this open violence," protested Dashkof.

"The majesty of thrones is never threatened by those who sit upon them," said Catherine haughtily.

"A sovereign may cover a throne with blood more safely than a subject can pluck a feather from the cushion. It is only when the people do the violence that we hear an ill report of it. Kings poison and stab one another in pure legitimacy."

"I do not question that right of sovereigns," said Dashkof, "and never will oppose their exercise of it. But if you prove to the people how easy it is to extinguish an emperor, and how pleasantly and prosperously we may live after it, is it not probable that they also will now and then try the experiments? Particularly if anyone in Russia should hereafter hear of glory and honour, and how immortal are these by the consent of mankind, in all countries and ages, in him who releases the world, or any part of it, from a lawless and ungovernable despot? The chances of escape are many, and the greater if he should have no accomplices. Of his renown there is no doubt at all—that is placed above chance and beyond time, by the sword he exerciseth as righteously."

"True," said Catherine, "but I am now an autocrat. I doubt the stability of power. I can make constant both fortune and love. Let your spirits and enthusiasm return, Dashkof. Do not begin to sigh. We can never want husbands while we are young and lively. Sing me a French song. Do not make me wait, my dearest creature! Now cannot you sing as usual, without smoothing your dove's throat with your handkerchief, and taking off your necklace? Give it to me, then; give it to me. I will hold it for you. I must play with something. Now sing, please, sing. I am quite impatient."

"Sing. I am not supposed to know of this assassination for two hours yet. Meanwhile we must do something. Sing for me, now, at once."

Job Winter, a commercial traveller, of Reading, Berkshire, was at Umtali, Rhodesia, committed for trial on a charge of murdering a Capetown shopgirl.

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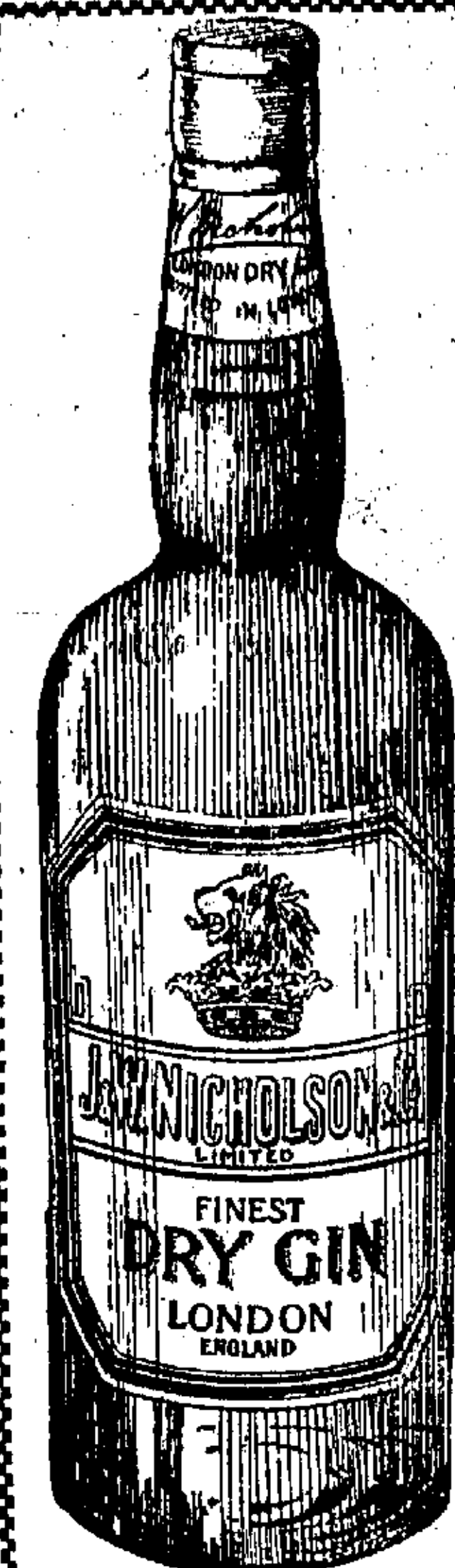
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MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

AT 2.30, 5.10, 7.15 & 9.20.

Today and Tomorrow: "The Smart Set," a sparkling comedy of love and polo, starring the popular outdoor hero, William Haines.

Tuesday: Only, "The Patsy," Marion Davies' excellent comedy showing again by popular request.

Wednesday to Saturday: "The Battle of the Sexes," D. W. Griffith's latest big picture, with Jean Herscholt, Phyllis Haver, Belle Bennett and Don Alvarado.

WORLD THEATRE

[At 2.30, 5.15, 7.15 & 9.20.]

Today: Only, Harold Lloyd's famous comedy, "Hot Water." Tomorrow and Tuesday: "The Loves of Pharaoh," a spectacular production of ancient Egypt, starring Emil Jannings.

Wednesday and Thursday: Raymond Griffith in a splendid comedy, "A Regular Fellow."

Friday and Saturday: "The High School Hero," another delightful picture featuring Sally Phipps, Nick Stuart and Charles Paddock.

STAR THEATRE

Children's Matinee To-day at 2.30, Madge Kennedy in "Oh Baby."

To-day Only (5.15 & 9.20): "The Loves of Pharaoh," a spectacular production of ancient Egypt, starring Emil Jannings.

To-morrow and Tuesday (5.15 only): Raymond Griffith's sparkling comedy, "A Regular Fellow," 9.15, Fred Coyne's Musical Comedy Co.

Wednesday and Thursday (5.15 only): "The Circle," adapted from Somerset Maugham's famous novel. With Eleanor Boardman and Creighton Hale.

9.15, Fred Coyne's Musical Comedy Co.

Friday and Saturday (5.15 only): "The Law of the Range," an exciting Western picture starring Tim McCoy. 9.15, Fred Coyne's Musical Comedy Co.

LON CHANEY'S LATEST

Intimate glimpses of life behind the scenes in a theatre are blended into vivid and gripping drama in Lon Chaney's latest screen sensation, "Laugh, Clown, Laugh," which will shortly be seen in Hong Kong.

The picture is one of the most pretentious Chaney productions. Chaney, as the clown, making his great sacrifice for the happiness of the woman he loves, has a role which is remarkable in its intensity. In the theatre scenes he is a comedian, in grotesque antics, acrobatic tricks, and lifting laughs—then, in the dramatic scenes behind the curtain he plumbs the very depths of misery.

Elaborate reproductions of European theatres, in which entire vaudeville shows ranging from tight-rope acts to trained elephants are seen, are spectacular details. Herbert Brenon, who directed the new picture, is famous for such productions as "Ben Hur," "Sorell and Son," "Peter Pan," and many others.

"The Patsy" showing at the Queen's Theatre on Tuesday, is based on the famous stage play of that name which had a sensational run in every large city in America.

Over \$200,000 worth of polo ponies are used in William Haines' splendid action picture "The Smart Set."

SHOWING AGAIN

Marion Davies' Splendid Comedy

"THE PATSY"

Such was the enthusiasm which greeted Marion Davies' sparkling comedy "The Patsy" when it was recently shown at the Queen's, that the management has decided to give this excellent picture a further screening at that theatre on Tuesday next for one day only.

As the embarrassed flapper who seeks to win her sister's beau by developing her personality via the correspondence course route, Miss Davies is ideally cast. Jane Winton functions successfully as the older sister, while Marie Dressler as the socially ambitious mother, gives a splendid performance. Orville Caldwell is a handsome and capable leading man, while Lawrence Gray does equally well in his role as the other suitor. Agnes Christine Johnson has turned out an adaptation which never shows up an instant from start to finish. An interesting feature of the picture is the clever impersonation by Miss Davies of several motion picture stars including Pola Negri, Lillian Gish and Mae Murray. King Vidor, who directed "The Big Parade," is responsible for a number of clever and thoroughly amusing comedy situations.

"THE CIRCLE"

Adapted From Somerset Maugham's Novel

Somerset Maugham's famous story "The Circle" will be seen in its screen version at the Star Theatre on Wednesday and Thursday.

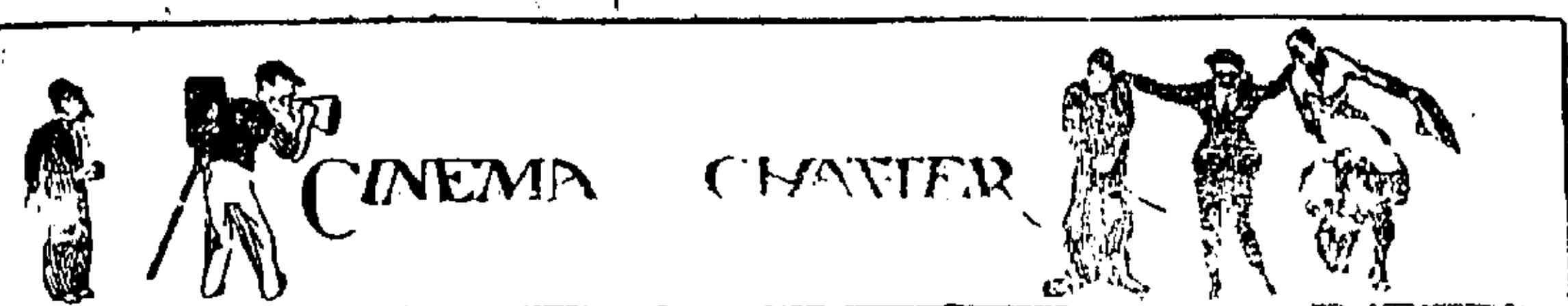
In a short prologue which precedes the play, the wife of an English lord elopes with their mutual friend. A lapse of thirty years occurs between the prologue and the play and the son of the deserted Englishman finds himself threatened with the same fate as was visited on his father. The situation is further complicated by the young wife who invites the runaway couple back to learn what their experiences have been. Eleanor Boardman plays the part of the young wife in a convincing manner. Malcolm McGregor portrays the part of her lover and Creighton Hale is the irritating young husband. Alec B. Francis, George Fawcett and Eugene Besserer form the first triangle. Eulalie Jensen and Otto Hoffman have character roles.

ROYAL COMEDY

Raymond Griffith in "A Regular Fellow"

Raymond Griffith proves himself to be a comedian of merit in "A Regular Fellow" a delightful picture which will be the feature attraction at the Star Theatre to-morrow and Tuesday, and also during the 5.15 performances at the World Theatre on Wednesday and Thursday.

The many duties incumbent upon a Prince prove slightly excessive for Griffith, who takes the role of the heir to a European throne and the ceremonies he is asked to honour by his presence are naturally only half performed when he is called away to other celebrations. The constant rushing about from place to place provides ample scope for the inclusion of an excellent touch of humour. The many predicaments of the Prince cause much laughter, and the more he tries to live a peaceful life without the necessity of having to attend public functions, the more he finds himself implicated in almost inextricable situations. "He's a Prince" should be well patronised.



"THE SMART SET"

Breezy Story of Love and Polo

STARRING WILLIAM HAINES

William Haines, the popular hero of many screen comedies is the star of "The Smart Set," which is the chief attraction to-day and to-morrow at the Queen's Theatre.

The Haines of "The Smart Set" is a more skilled and artistic comedian than the Haines of "Spring Fever" or "West Point." He has acquired a technique of comedy that is instinctively his own while the romantic appeal of his love scenes with Alice Day, who by the way is an ideal heroine, will leave the flappers palpitating with envy. Haines enters the picture as a typical rich man's son, a lily of the field who toils not but can play polo. By the time the story is ended, he is a man of men, a personage whom any member of the fair sex would be pleased to have defending her home and hearth.

Jack Conway handles the megaphone on "The Smart Set" with even greater skill than he has done on any of Haines' earlier efforts. Jack Hall, Hobart Bosworth, Constance Howard and Coy Watson, Jr., enact their parts in approved manner. The story is an original from the pen of Byron Morgan, adapted to the screen by the author himself. Thrills of a real polo game combined with a thousand laughs and a charming romance help make "The Smart Set" a decidedly worth while entertainment.

"LOVES OF PHARAOH"

Superb Acting in Historical Production

"The Loves of Pharaoh," a spectacular, historical film is being screened for the last time to-day at the Star Theatre. The story, which is skillfully unfolded to contrast the destiny of individuals with the destiny of nations, is of absorbing interest, taking the spectator into the homes, the palaces and the temples of the great people who built the pyramids. The settings are on a magnificent scale, and the battle scenes, including the sack of Thebes, are as wonderful as anything of the sort yet offered by the screen. The acting is superb. Emil Jannings as Pharaoh gives a performance sufficient in itself to make the film a masterpiece. It will also be shown at all performances to-morrow and Tuesday at the World Theatre.

NEW GRIFFITH FILM

"The Battle of the Sexes"

COMING TO QUEEN'S

The same blending of artistry and entertainment values which made possible many of the screen's greatest pictures is again introduced by D. W. Griffith in his latest picture, "The Battle of the Sexes" which opens a four day run at the Queen's Theatre on Wednesday.

The picture's chief characteristics are humor and pathos which are woven into a pleasing story whose theme is the modern home, wrecked by the machinations of an unscrupulous gold-digger, who gets her man regardless of his strong family ties. "The Battle of the Sexes" is appropriately titled. Griffith has made one of the most entertaining and worth-while photoplays of his career in this new attraction which everyone should see. The unmistakable Griffith touch is to be found in the big moments of the picture. In fact, so real has he made the relationship that exists between husband and wife and parents and children, that the introductory scenes showing the happy family are like a page from life. Jean Herscholt, as Judson, the family man who strays from the straight and narrow path, clinches his hold on the title the motion picture people have accorded him, "one of the screen's greatest character actors." He portrays this role with such naturalness and feeling that his philanderings are almost forgiven him. Phyllis Haver, who plays Marie, the gold-digger, is cast in a role that has grown typical of her. It is she who injects much of the spontaneous humor into the production.

Belle Bennett is cast as the mother and wife who becomes temporarily crazed by Judson's marital deficiencies. It is her best performance since her memorable "Stella Dallas." Don Alvarado, who appears on the screen as Marie's sweetheart, makes the best of his unsympathetic role. This is the first time Alvarado has been cast in an unromantic part. Sally O'Neil, who used to play flappers, is Judson's daughter in "The Battle of the Sexes." It is through her that the once happy family is reunited. William Bakewell as her brother and John Batten as a friend of the Judsons complete the cast.

"The Battle of the Sexes" was made at the United Artists studio under the personal direction of D. W. Griffith. It was photographed by Karl Struss.

"KEEP MOVING"

Fred Coyne's Opening Show At Star

"A NON-STOP REVUE"

It is some years since Hong Kong playgoers have had the pleasure of welcoming Fred Coyne, but those who remember him in pre-war days as producer and one of the principal actors in the Bandman Opera Company will be interested to know that he is bringing his own company to the Star Theatre, Kowloon, for a short season of intimate revue, which commences to-morrow at 9.15 p.m. Mr. Coyne has gathered round him an exceedingly clever little company, all experts in their various styles, and under his experienced guidance they present a series of shows which are so popular now-a-days. As far as touring is concerned the company has put up something which must be really a record; since leaving England they have travelled through South Africa, the two Rhodesias, the Belgian Congo, Tanganyika Territory, Uganda, Kenya, Zanzibar, India, Ceylon, Siam and The Straits. To those who know Mr. Coyne's ability as a producer it is hardly necessary to mention the fact that the company comes with a chorus of praise from all quarters. The season will open with the "non-stop dancing revue," "Keep Moving," a piece which is said to in every way justify its title. Seats for the entire season may now be booked at Moutrie's and the Star Theatre at the popular prices of \$3, \$2 and \$1.

"HOT WATER"

Final Showings of Famous Comedy

Harold Lloyd will be seen for the last time to-day at the World Theatre in his splendid comedy "Hot Water." As usual, Lloyd's side-splitting situations are original. The story opens showing Harold as a happy-go-lucky bachelor who would no more think of marrying, than he would think of starting out for the North Pole in a pair of pyjamas. It isn't long before Nemesis appears on the scene, in the person of little Johnny Ralston. Events take their natural course and Harold finds himself trying, unsuccessfully, to prove that two can live as cheaply as one. When all seems lost, Hubby takes things in his own hands and the film ends in a veritable cyclone of riotous fun and laughter.

WILLIAM HAINES in

The Smart Set

With JACK HOLT ALICE DAY and HOBART BOSWORTH.

Better than any of Haines' earlier pictures!



WHEN he starts loving—nothing can stop him!

AND nothing can stop you from laughing at his dizzy adventures in love and smart doings!

Breezy, sparkling, daring—as only Haines can be!

A Metro-Goldwyn-Mayer PICTURE

With real scenes from great polo matches.

GRAMMED WITH FUN & THRILLS & SPILLS!
AT THE **QUEEN'S** TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.

The star of "The Way of All Flesh" in a mighty, spectacular picture of ancient Egypt!



AT THE **STAR** FINAL SHOWINGS TO-DAY
At 5.15 & 9.20.
CHILDREN'S MATINEE, TO-DAY AT 2.30.
MADGE KENNEDY in "OH BABY"

ALIVE WITH ACTION

Tim McCoy's Thrilling Western Picture

Invested with a thrilling romance, alive with action and colour, "The Law of the Range," Tim McCoy's latest picture which may be seen at the Star Theatre on Friday and Saturday next, permits the western star to bring to the screen the best acting since he began starring in western films more than a year ago.

In "The Law of the Range" McCoy plays with perfect naturalness the part of a Texas Ranger of the '80's, commissioned with the duty of maintaining law and order over many hundreds of square miles of plains territory in the days when the "bad man" roamed the plains and victory went to the one who was quickest in pulling the trigger. Joan Crawford, new to western roles, but one of the most popular of the younger screen players, has the leading feminine role, and fills it with the verve and dash prominent in her other characterizations. "The Law of the Range" is entirely free from cheap melodrama usually associated with this type of picture.

"HIGH SCHOOL HERO"

Two Popular Stars Together Again

"High School Hero," a new and sparkling picture of youth will be the feature attraction at the World Theatre on Friday and Saturday.

The picture is crammed with humorous episodes from start to finish and includes every form of student activity from athletics to study and graduation preparations. One exciting sequence, is a realistic and hotly contested game between rival basketball teams. The entire cast is splendid and it is difficult to say who gives the best performance. One lovely young woman, barely more than a girl, Sally Phipps, comes to the fore in this picture though it is said to be her first feature role. Another youngster who lives up to promises is Nick Stuart, who scored his first triumph in "Cradle Snatchers."

A SURPRISE IN STORE FOR AILEEN PRINGLE FANS

Those who know Aileen Pringle upon the screen as a portrayal of sophisticated roles are due to receive a surprise when they see her work in "Body and Soul," a Metro-Goldwyn-Mayer production coming to the Queen's Theatre. For the first time in her entire screen career Miss Pringle has a part which demands extremely dramatic action and pictures her as an innocent girl, the very reverse of her former screen sophistication.

Miss Pringle has the role of the beautiful Hilda, heroine of Katharine Newlin Burt's "best seller," and appears opposite Norman Kerry. Lionel Barrymore has the role of the crazed English physician and T. Roy Barnes is seen as the comical Swiss postman. The picture was directed by Reginald Barker.

A STRIKING SCENE

Stripped to the waist and riding bareback, John Barrymore demonstrates his versatility as a motion picture star when he leads a band of Russian dragoons in a mad dash into a lake in one of the scenes in the United Artists picture, "Tempest." Barrymore's horsemen, most of whom were cavalrymen in the late Czar's armies, plunge down slippery banks and swim their steeds into deep water. A battery of cameras filmed the action under the direction of Sam Taylor.

FUTURE EVENTS

Films That Are Coming Here

"Laugh, Clown, Laugh."—The mighty drama of a forbidden love. Featuring Lon Chaney, Gwen Lee and Nils Asther.

"Hangman's House." The life story of a soldier of fortune. Starring Victor McLaglen, June Collyer, Hobart Bosworth and Earle Foxe.

"The Crowd." King Vidor's mighty production starring James Murray and Eleanor Boardman. A modern drama of modern marriage.

"Body and Soul." A vivid and picturesque romance of the Alps. Featuring Aileen Pringle, Norman Kerry and Lionel Barrymore.

"Under the Black Eagle." The story of a police dog, with Ralph Forbes, Marceline Day and Bert Roach.

"Chicken a la King." A snappy comedy of Broadway nights, featuring Ford Sterling, Nancy Carroll, Arthur Stone and Frances Lee.

"Wife Savers," a comedy of social ups and downs. With Wallace Beery and Raymond Hatton.

"Man, Woman and Sin." A gripping story of love and adventure behind the scenes of a city's great newspaper. Starring John Gilbert, Jeanne Eagles, Gladys Brockwell, Marc McDermot, Phillip Anderson and Aileen Manning.

"Enden," a stirring film record of the exploits of the famous German cruiser and her final battle with H.M.A.S. "Sydney." Produced with the co-operation of the German Admiralty.

"HANGMAN'S HOUSE"

The sinister house of "Jimmy the Hangman," occupied by Hobart Bosworth in the role of Lord Chief Justice of Ireland, will be one of the outstanding features of "Hangman's House," directed by John Ford for Fox and coming soon to the Queen's Theatre.

It is a typical Irish castle, off set by a moat, and occupying the crest of a hill in the centre of a fifty-acre tract. This structure, designed by William Darling, is said to be the most practical building of the kind ever built for picture purposes. It was erected at tremendous cost and was used exclusively for Ford's great picture based on Donn Byrne's novel, in which Victor McLaglen has the stellar role.



A scene from "The Battle of the Sexes" which will be shown at the Queen's Theatre from Wednesday to Saturday.



GOLDEN CALF THEORY OF LIFE

Text: "Then I cast it into the fire and there came out this calf." (Exodus 32-24.)

The excuse which Aaron presents to his righteously indignant brother, Moses, has been called an exhibition of the weakness of imbecility. Let me briefly rehearse the circumstances which brought it about. Moses, the leader, with his trusty lieutenant, Joshua, had been nearly six weeks on Mount Sinai. The people, swarming at the foot of the mountain with a rebelliousness born of idleness, had begun to murmur and threaten mutiny, as was their wont, when things did not go to suit them. We see their ugly, querulous spirit cropping out in that contemptuous expression: "As for this Moses," "As for this Moses, the man that brought us up out of the land of Egypt, we wot not what is become of him." Doubtless the pressure they brought to bear upon Aaron, their temporary leader, was very strong. He feared perhaps for his life, for the safety of the whole nation, unless he did something to allay their discontent, so he said: "Break off your golden earrings and bring them to me." They did so, and after probably fashioning a wooden image of a calf, similar to that which the Israelites had seen worshipped a thousand times before they left Egypt, he gilded it with molten gold which he obtained from the earrings, and set it up for the people to worship—their representative of Jehovah. Meanwhile, his brother Moses had finished his lengthened audience with the Almighty, and, having been warned by Him that the people were corrupting themselves with idol worship, he hastened down from the Mount with his faithful follower. As he draws near he hears the sound of mirth and revelry which his practised ear interprets aright. He knows that his loved countrymen, God's chosen people, are engaged in a mad orgy in which lust and idolatry shared equal parts.

Sacred Tables of Stone

With flaming eyes and swelling heart he flings down the sacred tables of stone containing the Laws, laws which the people are trampling under their feet. The revelers are hushed into soberness by his majestic appearance. He grinds up their idol, strews the dust on the water, and compels them to drink. Then turning to the trembling, shrinking Aaron, he said: "What did this people unto thee that thou hast brought so great a sin upon them?" Look at these

two brothers as they stand face to face, the one terrible in his wrath, majestic in his righteous anger, his face glowing from his recent communion with God, asking: "What hast thou done?" The other crouching abashed and shame-faced, and muttering in his abasement the paltry excuse: "Thou knowest that these people are set on mischief, and they demanded that I should make them gods; so I took their golden earrings and cast them into the fire and there came out this calf. It wasn't my fault. I couldn't help myself; I had nothing to do with it. I threw in the gold and to my great surprise this calf came out." What a contemptibly weak reply. Could puerility be carried further? "There came out this calf." But if we are plumping ourselves that this age is so much wiser, more honest, and mentally stronger than that of Aaron, and that no such excuse would be possible now, I would say: let us not deceive ourselves for this is still the most common of all excuses. "There came out this calf." From the smallest accident up to the greatest sin this is the excuse most frequently advanced. How many household articles get broken that no one ever touched? How many houses have been burned down when nobody had used any fire? How many guns are discharged when nobody pulled the trigger? If such accidents alone, into which there enters no element of wilfulness, were the only cases in modern life which illustrate our text, we might well pass it over in silence.

Broken, Useless Lives

But there are broken, useless lives, as well as broken dishes; smoking mines of character as well as of houses. Bleeding, lacerated souls as well as bodies, for whose ruin there is only offered this excuse, which is as old as Aaron, and as worthless as it is ancient: "It happened so." "I couldn't help it." "Things had to take their course." "There came out this calf." You see a poor, drifting derelict of a man, wrecked by drink, and drawing ever nearer to a dishonoured grave, and he says to you in broken accents that he couldn't help it, his love for liquor was strong, or his companions were so enticing. "It wasn't my fault."

Or you see a being who was once a respected woman fallen now to the level of the gutter, and the same words are on her lips: "I couldn't help it, circumstances were against me. It wasn't my fault."

There are a few things which I wish to say about this excuse. In the first place, wherever and whenever uttered.

It was so in Aaron's case. He seems to endeavour to give the impression that he carelessly cast the loose earrings into the flames, and before they came out they had taken, of their own accord, the shape of the Egyptian divinity, the calf. Aaron knew that the calf had been carefully fashioned, was meant to be just what it was, and that with pains and skill the engraver's tool had brought out the head and body, the legs, and the wings with which probably this image of the Egyptian god was provided. He knew that the calf that came out of the fire went into the fire. His excuse was a lie.

Though more apparent, the lie was no more shameless than is the modern excuse of this same character.

Fire of Life's Temptations

Out of the fire of life's temptations untoward circumstances, petty vexations or overwhelming trials, come out nothing different in essence and reality from what goes in. If it is a calf that comes out, we may be sure it was a calf that went in. If it is a man that comes out, it was a man that went in.

In other words, chance does not mould life any more than a molten heap of earrings would of themselves take the shape of a calf. It is will, purpose, determination, labour and faith that brings out of life's furnace the true man. It is the lack of these that results in the calf.

Let us glance at a few of these excuses, these calves that have such a poor excuse for being. Here is an old miser, for instance. His face is furrowed, his eyes are hard; his dress is shabby, his lank form shows that he had not allowed himself the necessities of life. His loneliness and neglect show that he is disliked and shunned by all his neighbours.

Perhaps, when you come to talk with him, you may find that he realises in part his pitiful condition, and says: "I cannot help it. I love my gold better than anything else. I cannot give it up, and had rather die than part with it. I cannot help it, it is my nature. I was made so." The old excuse. There came out this calf, this miserly calf. But the old man forgets there was a time when he might have made something else of himself. He forgets the countless times when he has shut his ears to the pitiful tale of woe. He forgets how he has smothered his impulse to give largely to this or that charitable institution. He forgets the countless times he has been hard and mean, and all his excuse when his eyes have been opened to his real estate is: "I could not help it. There came out this calf." In reality there is not a wrinkle of avarice in his mean face, there is not a callous place in his meaner soul which he did not put there.

Here is another old man scarcely less pitiable than the miser. I see him on the street sometimes. Instead of being honoured and honourable, surrounded by loving children and kind neighbours who respect him for what he has been, he seems alone in the world. He has no resources in himself and

cares nothing for books. His vacant looks show a vacant mind. A poor old man, no one to honour or respect him; he does not even respect himself. And yet, if you ask him how it happened, he will tell you he doesn't know, that he could not help himself, that circumstances were against him; in short: "I had nothing to do with the result. There came out this calf."

Living Illustrations

And yet I think it is possible to show you how this miserable old age was brought about, by living illustrations of those who are making just such a future for themselves. Go into any of our large towns and you will find them at the corners of the busiest streets, with their hands in their pockets. But why go to other large towns; pay, go to the City Hall Gardens, the Court House, to the hotels, or along the main streets and you will find them there. They are young men now.

The Calf is in the Making. The calf is in the making. They haunt the billiard rooms, and the doorways of their busier fellows. They have left school because it is too much work to study. They have not learned a trade, because it is too hard. They have not gone into business because they could not stand the confinement. They will scarcely soil the hand with the humbler duties of life because there is a native handy.

They can do some things well, however. They can carry a cane gracefully. They can stare a lady out of countenance. They can give you the record and batting average of every leading cricketer in the country. They can tell you to a second how fast the winning horse can trot or gallop. They can describe in professional language the last prize fight.

Place this young man side by side with the old man just mentioned. They are but one. The old man is the finished, completed, hardened, unalterable product.

The young man is making himself what the old man already is; and when he comes to a vacuous, worthless old age, all he will be able to say is: "I couldn't help it." Here is the truth of the lesson taught by Aaron's golden calf. We are what we wish to be, plan to be, work to be. If we are willing to drift with the tide, to float along easily, to be governed altogether by public sentiment, to let things take their course, then there will come out this calf, and we alone are responsible.

If we are willing to stem the tide, to work with the cars where the downward current is strong, to steer away from the whirlpools and maelstrom, then a man made in the image of God will come to the end of the voyage, an angel will be welcomed to heaven.

Oh, my friends, what shall we do? Here is the supreme question of life: "Shall we drift or steer?"

Let me plead with you yet once again to give yourself to Christ Jesus, and, dedicated to His service, make your life the grand noble thing it ought to be. Amen.

Powers of the Council

The grounds upon which a General can be deposed are set out clearly in the deed poll. Briefly, they are unsoundness of mind, "bankruptcy or insolvency, dereliction of duty, notorious misconduct or other circumstances." The Council also has power to pass a resolution "adjudicating the General unfit for office and removing him therefrom." To be effective, such a resolution must have a three-fourths majority. It is by virtue of this provision that the High Council has been summoned. The unquestioned power of the existing General to appoint his successor is explicitly expressed in the foundation deed of 1878, and there has been no subsequent qualification of it.

Significant Provision

But a significant provision was inserted in the deed poll of 1904. This lays down that "if the vacation of the office of General shall take place through declared unfitness, and or through adjudicated unfitness, any and every statement made by the vacating General as to his successor or the means to be adopted for appointing his successor shall be void and be disregarded and shall be destroyed without being opened."

The question, therefore, arises: "Will the decision of the High Council and the leadership of General Bramwell Booth, and so perhaps, the so-called Booth dynasty also?" The name of General Booth's successor is in a sealed envelope, and it is known only to the General himself. Should the High Council decide that, by reason of his long illness, the General is no longer fit to discharge his duties, his nomination of a successor automatically becomes ineffective.

"Mr. Pickwick" I suppose the test of "Mr. Pickwick" on the stage depends on

those entitled to be present had forgotten to bring their invitation cards, and the caterer had begun to serve the dinner, the "crashers" remained. At a similar dinner in a Hampshire town, a member of the committee stood at the door and, as he had done in the previous year, scrutinised the invitation cards of the old people who entered. Next time, it may be assumed, he will not only scrutinise them, but collect them, for eight uninvited guests came in. Cards had been dropped to them from the window! That, so far as is known, is the only instance of genuine guests providing the means of admittance for the uninvited. A Lewisham clergyman told the writer that last August, when he took 130 of his Sunday school children to Southend for their treat, he had to pay for nine more—juvenile "crashers" who had joined the party!

The Salvation Army.

About sixty members of the High Council of the Salvation Army are coming from all parts of the world to determine the future leadership of their organisation. They will meet at the Army's training college at Sunbury-on-Thames on January 8. It will be an event unique in the history of the Army, for the High Council, which was constituted by deed poll twenty-four years ago, has never met before. It consists of the Chief of Staff, the Secretary for Foreign Affairs, all active Commissioners of the Army, and all officers holding territorial commands in any part of the world. By the terms of its constitution, the High Council can meet for two purposes only:

- (1) To depose an existing General on the grounds of unfitness.
- (2) To appoint a successor in the event of one not having been nominated by the existing General.



THE ART OF "CRASHING"

Fleet-street., Dec. 12.

You will doubtless recall the recent Society sensation caused by the drastic action of certain Mayfair hostesses in relation to "gate-crashers"—Americans for uninvited guests. But Mayfair is not the only place where "crashing" takes place, nor are Society dances and receptions the only events that attract. Last summer, a gentleman with a sort of retired-Colonel look about him, walked into the Magistrates' Room in a provincial Town Hall, introduced himself as a brother J.P. staying in the neighbourhood for the fishing, and invited himself to a seat on the Bench. He had his say in various cases, lunched as a matter of course with the other J.P.'s when they adjourned at 1 o'clock, forgot to pay his share of the bill, and then bade them good-bye. They know now that he was a "crasher," and no J.P. for when they met three days later he was in the dock. At the laying of a foundation stone of an Institute, the Mayor of a country town escorted to the platform the lady who was to perform the ceremony, and various county and local notabilities followed. There was a lunch afterwards, and a gentleman who had mixed with the platform party had a good time. He was a "crasher." Those with whom he chatted thought they ought to know him, and the others, seeing him talking with well-known people, assumed he had come to the function with them. With a mix-

ture of impudence and humour, he wrote a few days later to the Mayor and thanked him for the excellent luncheon!

Free Dinners

At a Masonic banquet—one Lodge was entertaining another—covers were laid for forty-four. Following a remark by the chairman when dessert was being served that the seating at one table was rather close, the head waiter apologised and explained that it was due to the fact that forty-six guests were present instead of the expected forty-four. Three minutes later two "crashers" were bundled out, with a (free) guinea dinner inside them. They had got in by joining the chairman and chatting with him as he entered the hall. The steward, not unnaturally, thought they were his guests. Last May a Society's delegates met in the morning, conferred, and then adjourned for luncheon at a restaurant. When the party had been served with soup, the proprietor counted heads and said to the chairman: "Thirty-nine, sir?" The reply was, "Oh, no; thirty-seven." Another count, an investigation, and the exit of two "crashers." They were disappointed, but in no way abashed.

All Classes

"That 'crashing' is not confined to one class is proved by the following. Last Christmas a dinner was given to a number of selected old folk. The total was a hundred and seventeen. But one hundred and twenty-six sat down! As some of

DALLMEYER

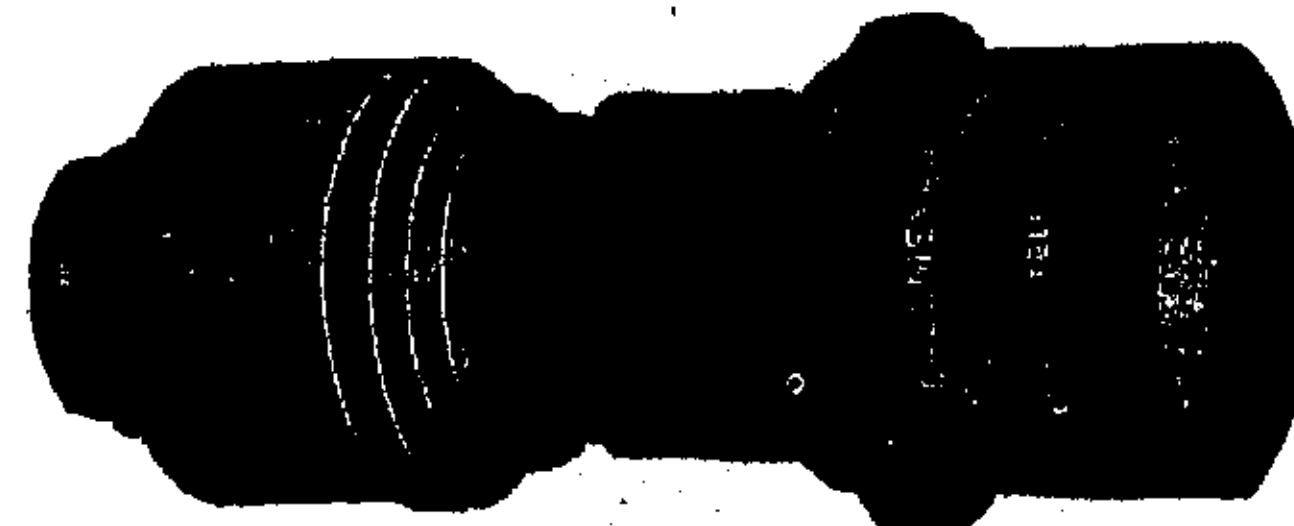
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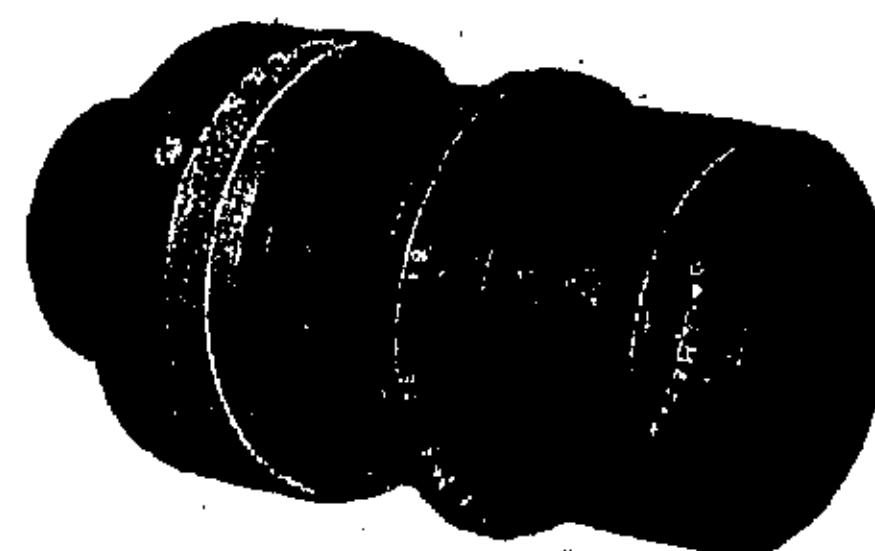
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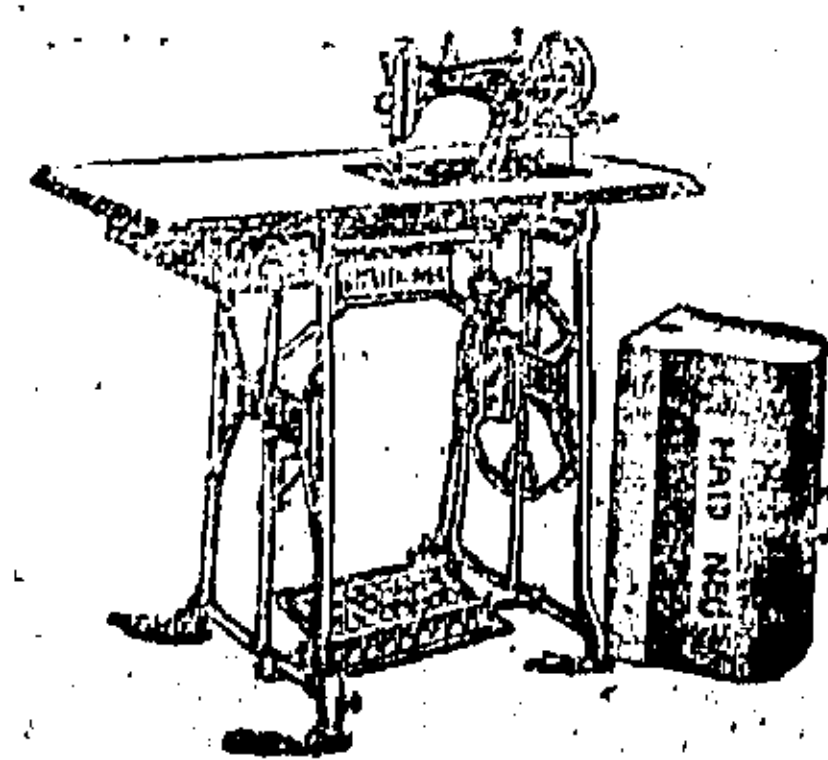
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how one approaches it. If one goes in expectation of seeing a complete version, or anything like a complete version, of the "Pickwick Papers," there is, I am afraid nothing but disappointment. If, however, the play is looked at as a series of characters and scenes from the novel, then it is quite all right. Mr. Basil Dean has produced the play with much ingenuity and even more spectacular realism. The characters are more realistic in their make-up than in giving any definite "character" to their parts; although Jingle, played by George Curzon, is a notable exception. Some in the audience at the Haymarket could recall Sir Henry Irving's performance in this part, and the comparisons were by no means unfavourable to George Curzon. I thought Charles Laughton's Mr. Pickwick did not quite convey the full flavour of that wonderful hero, but the thirty odd characters entered into the whole spirit of the thing with much zest, and the audience enjoyed the many follies which the adapters and the producer had provided for them. Judging from the laughter which the old jokes evoked, there were many who could not have read the book. "Mr. Pickwick" should provide wonderful entertainment for the Christmas season.

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PRESENTS

"The Battle of the Sexes"

WITH
JEAN HERSHOLT
& PHYLLIS HAVER

THE Tremendous drama of Home—its joys and heart-aches—trials and comforts, vibrant with human comedy and throbbing with the fury of storm-tossed passions!

The Technique of a "Gold Digger"



Phyllis Haver in D.W. GRIFFITH'S "THE BATTLE OF THE SEXES"

The modern pose—helplessness, timidity, innocence and sweet demureness—a deadly snare.

Naive interest in the prey—a daughterly trust in the silent "sup" with the "kale."

The "Gimme" stage of the successful flirtation. "Give, you Cuckoo, till it hurts."

The end of the prancing. Now comes the freezing out process. Cool defiance. Exit! Next!

THE
BATTLE
BEING
FOUGHT
BUT
NEVER
WON!

The Progress of an "Amateur Lover"



Jean Hersholt in D.W. GRIFFITH'S "THE BATTLE OF THE SEXES"

A solid citizen, a successful business man—he is at the dangerous age.

A smile from a pretty girl begets a smile in return. He thinks he's got "It."

A hectic intrigue—he's travelling in fast company. The speed makes him groggy.

He realizes it's not his personality, but his purse that attracts. Revolt—and remorse.

SEE YOURSELF AS OTHERS SEE YOU IN THIS PULSATING
CROSS-SECTION OF LIFE AND LOVE TO-DAY!

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GOLF

Starting Times For To-day

AT FANLING

The starting times for to-day's golf at Fanling are:—

9.20 a.m.	F. A. Merry, A. E. Lissaman.
9.24	V. M. Grayburn, E. D. Black.
9.28	F. Lobel, H. A. Mills.
9.32	L. G. S. Dodwell, H. U. Ireland.
9.36	A. R. Cox, E. P. Fletcher.
9.40	A. B. Raworth, D. G. Bruce.
9.44	A. C. I. Bowker, R. A. Campbell.
9.48	H. Spicer, T. J. Christie.
9.52	D. J. Gilmore, S. T. Butlin.
9.56	M. G. Mills, N. K. Littlejohn.
10.00	T. C. Monaghan, Major Beamish.
10.04	W. J. S. Key, W. Stewart.
10.08	G. Grimble, C. Thwaites.
10.12	E. P. Streetfield, N. H. Prockter.
10.16	H. W. Moon, G. E. Mitchell.
10.20	W. Garrett, J. Hall.
10.24	J. S. Dykes, D. M. Goodall.
10.28	L. Garner, S. A. Sleep.
10.32	J. Waddell, W. Clark.
10.36	J. Bentley, A. Laron.
10.40	A. W. Hay-Edie, K. L. Dugan.
10.44	R. A. Green, D. Ellis.
10.48	D. Forbes, T. Ramsay.
10.52	J. P. Sherry, W. A. Weight.
10.56	A. Leach, R. K. Hepburn.
11.00	C. W. Jeffries, L. J. Blackburn.
11.04	L. Yates, A. G. Coppin.
11.08	F. M. Ellis, S. S. Perry.
11.12	Lt.-Comdr. Taylor, J. Thayer.
11.16	A. B. Purves, F. A. Redmond.
11.20	T. S. Whyte-Smith, L. R. Andrews.
11.24	O. E. C. Marton, I. H. Geare.
11.28	A. H. Ferguson, J. P. Warren.
11.32	E. D. Lawrence, I. W. Shewan.
11.36	J. Coulthart, S. Fillams.
11.40	J. Smith, N. A. Croucher.
11.44	W. J. Clerk, J. H. Raikes.

The baby daughter of Engineer Lieut.-Commander H. R. Whitehouse, of the destroyer "Windor," was christened on the vessel's quarter-deck at Portsmouth.

MACAO RACES

Entries For The Next Meeting

TO-DAY WEEK

The following are the entries for the 13th Extra Race Meeting to be held on January 27, 1929.

1. The Non-Winners Handicap

6 Furlongs.

Mrs. R. H. Charles's May 161; Mr. Hau Un's Desert Storm 152; Messrs. Stanton & Reidy's Tartar 155; Dr. Luiz Nolasco's Cavalier 155; Mr. Chuk Suen Lo's Dzingbo 145; Major B. C. Lake's Tap Siac 150; Dr. C. M. Leitao's Desert Wind 155; Mr. J. M. da Luz's Andantino 145; Messrs. Cheng & Ng's Doubtful 163; Rio's Silver Mine 140; Spring Day 145 Mr. W. K. Lo's White Mist 149; Messrs. Fontes & Vasconcelos's L. C. Bill 142.

2. The New Year Handicap, 1 Mile.

Mr. E. L. Hsieh's The Haugh 140; Mr. Eve's Twilight Eve 149; Messrs. Chan & Raifeek's Nara Stag 155; Messrs. Stanton & Reidy's Mowgli 170; Major B. C. Lake's As You Like It 144; Dr. C. M. Leitao's Loyal Henchman 145; Mr. J. M. da Luz's Andantino 135; Mr. Tang's Sutherland 158.

3. The Class Handicap, 1½ Miles.

Mr. N. Hashim's Sunning 154 My Lady 164; Mr. Roda's Bright Prospect 147; Messrs. Chan & Raifeek's Fanling Stag 145; Nara Stag 140; Messrs. Stanton & Reidy's Mowgli 154; Dr. C. M. Leitao's Ma Kau Siac 181; Messrs. Fontes & Leitao's Ching Hoi 140; Mr. S. W. Cheng's Wuchang 140; H. E. The Governor's Veloz 140.

4. The New Year Novices Race, 1 Mile.

Mr. E. L. Hsieh's The Haugh; Mr. Topside's Cavare; Mr. N. Hashim's Sunning My Lady; Mr. Roda's Bright Prospect; Messrs. Chan & Raifeek's Fanling Stag; Mr. S. W. Cheng's Wuchang Westlake; Mr. F. A. da Silva's Amusement Tax; Mr. A. da Silva's Amusement Tax; Mr. Rio's Silver Mine; Mr. Tang's Sutherland; H. E. The Governor's Veloz; Messrs. Wing Fat & Co's Monument; Messrs. Fontes & Vasconcelos's L. C. Bill; Messrs. Stanton & Reidy's Blue World; Aristophanes; Dr. Luiz Nolasco's Cavalier; Major B. C. Lake's As You Like It; Messrs. Fontes & Leitao's Kwongchow, Zircon II.

5. The New Year Stakes, 1¼ Miles.

Mr. N. Hashim's My Lady; Mrs. R. H. Charles's May; Mr. Roda's Bright Prospect; Messrs. Chan & Raifeek's Fanling Stag; Mr. S. W. Cheng's Wuchang Westlake; Mr. F. A. da Silva's Amusement Tax; H. E. The Governor's Veloz; Mr. Rio's Silver Mine; Messrs. Wing Fat & Co's Monument; Messrs. Stanton & Reidy's Blue World; Aristophanes; Dr. Luiz Nolasco's Cavalier; Dr. C. M. Leitao's Desert Wind; Mr. Kau Siac; Loyal Henchman; Messrs. Fontes & Leitao's Ching Hoi, Kwongchow, Zircon II; Messrs. Cheng & Ng's Doubtful, Glory.

6. The Farewell Plate, 6 Furlongs.

Mrs. R. H. Charles's May; Mr. Hau Un's Desert Storm; Mr. Rio's Silver Mine; Spring Day; Mr. W. K. Lo's White Mist; Messrs. Fontes & Vasconcelos's L. C. Bill; Messrs. Stanton & Reidy's Tartar; Mr. Chuk Suen Lo's Dzingbo; Major B. C. Lake's Tap Siac; Dr. C. M. Leitao's Desert Wind; Mr. J. M. da Luz's Andantino.

Samuel Weller was the name of a witness called by Mr. H. C. Dickens, a grandson of the novelist and counsel for the defence, in a case at Reading County Court recently.

LAST WEEK'S SOLUTION.

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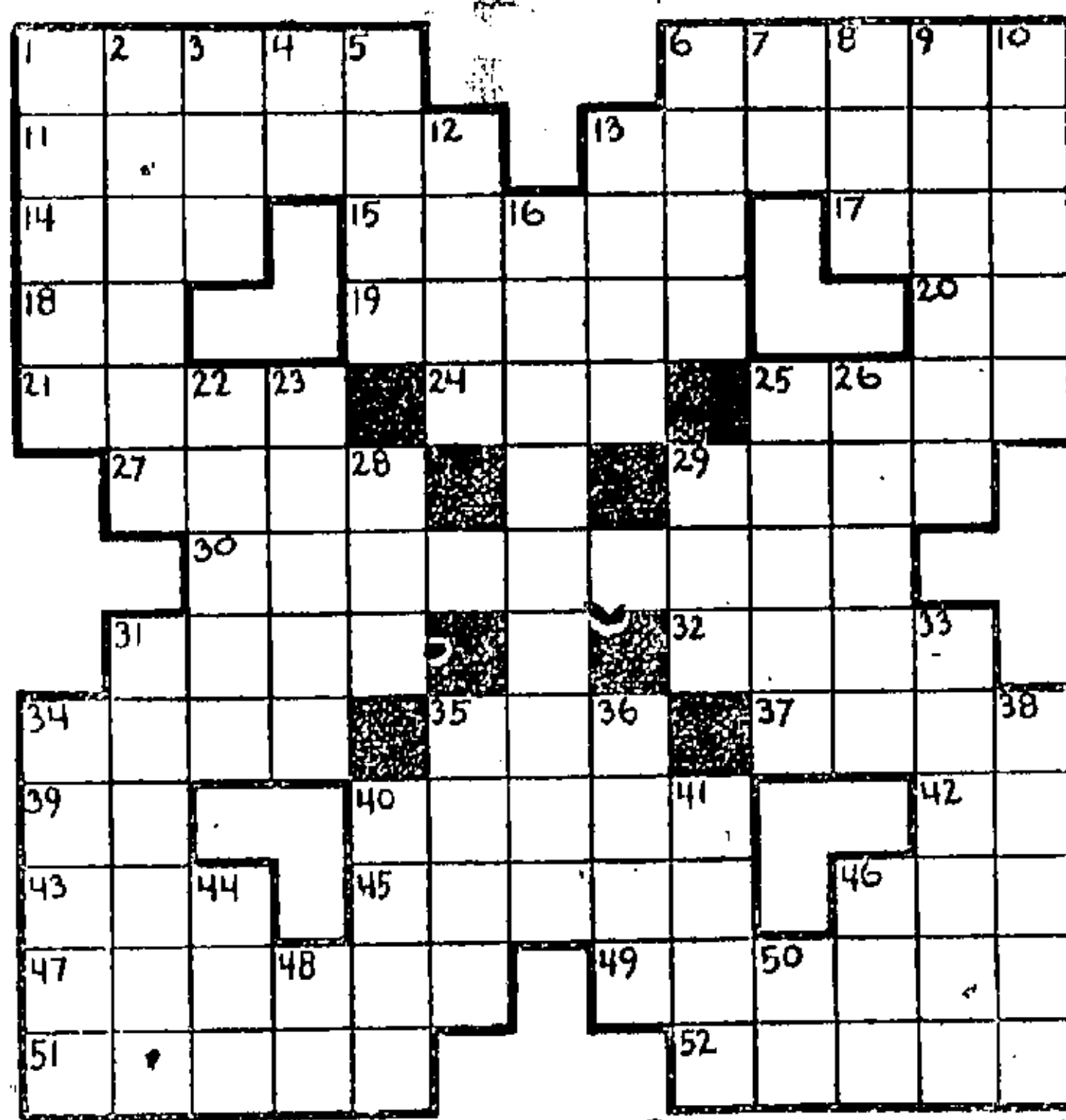
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OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and alibi.)



HORIZONTAL

1-Cauterize
6-Funeral hymn
11-Large game fish
13-Rods used for beating time
14-Soliloquy
15-Bundle of sticks for fuel
17-Little child
18-A very high hill (abbr.)
19-Coronet
20-In this manner
21-Dry measure
24-Frolic
25-To fall in drops
27-A frog
29-Part of the foot
30-Fearless
31-Adorn
32-No (German)
34-To luxuriate, as in warmth
35-One (German)
37-Frozen vapor
39-Exist
40-Released

HORIZONTAL (Cont.)

42-College degree (abbr.)
43-Point of compass (abbr.)
45-To send forth
46-Adopted son of Mohammed
47-Calm
48-Article of furniture (pl.)
51-Chief constituent of fatty oils
52-Attired

VERTICAL

13-Brought into being
16-The frame of a traveling crane (pl.)
22-Barrel, as of herring (pl.)
23-Cleverness
25-Gives medicine to
28-Exudation from certain plants
29-Diving bird
31-Maiden
33-Noblemen
34-The bass part
35-Language of the Scottish Highlanders
36-Neuter (abbr.)
38-Part of the body
40-Native of Finland
41-Inanimate
44-Before
46-A beverage
48-East India (abbr.)
50-Brother (abbr.)



WE HAVE THEM HERE!

The new Victor Dance Records for JANUARY

Song-hits from the big Broadway musical shows, melodies from the latest motion-picture productions, and a happy list of red-hot and raring-to-go dance music. You'll want some of these new releases for your home-dances. Come in and hear them soon!

Say That You Love Me—Fox Trot (from the musical comedy, *Hello Yourself!*) With Vocal Refrain
I Want the World to Know—Fox Trot (from the musical comedy, *Hello Yourself!*) With Vocal Refrain
WARING'S PENNSYLVANIANS
No. 21783, 10-inch

I'll Get By As Long As I Have You—Fox Trot With Vocal Refrain
Sleep Baby Sleep With Vocal Refrain
EDWIN J. MCENNELLY'S ORCHESTRA
No. 21786, 10-inch

Pompanola—Fox Trot (from the musical comedy, *Three Cheers*) With Vocal Chorus
Maybe This Is Love—Fox Trot (from the musical comedy, *Three Cheers*) With Vocal Refrain
WARING'S PENNSYLVANIANS
No. 21788, 10-inch

Shreveport—Stomp
Shoe Shiner's Drag—Slow Blues
JELLY-ROLL MORTON'S RED HOT PEPPERS
No. 21658, 10-inch

I Found You "Out" When I Found You "In" Somebody Else's Arms—Fox Trot With Vocal Refrain
TED WEEMS AND HIS ORCHESTRA
No. 21773, 10-inch

Take Your Tomorrow (And Give Me Today)—Fox Trot With Vocal Refrain
EDWIN J. MCENNELLY'S ORCHESTRA
No. 21775, 10-inch

I Still Keep Dreaming of You—Fox Trot With Vocal Refrain
Cross Roads—Fox Trot (Theme song of the motion picture production, *Show People*) With Vocal Refrain
NAT SHILKRET AND THE VICTOR ORCHESTRA
No. 21753, 10-inch

I'm Sorry Sally—Fox Trot With Vocal Refrain
Just Another Night—Waltz With Vocal Chorus
WARING'S PENNSYLVANIANS
No. 21755, 10-inch

You're the Cream in My Coffee—Fox Trot (from the musical comedy, *Hold Everything!*) With Vocal Refrain
Anything Your Heart Desires—Fox Trot (from the musical comedy, *Just a Minute*) With Vocal Refrain
TED WEEMS AND HIS ORCHESTRA
No. 21767, 10-inch

Just a Sweetheart—Fox Trot (from the motion picture production, *The Battle of the Sexes*) With Vocal Refrain
NAT SHILKRET AND THE VICTOR ORCHESTRA
Was It Love?—Waltz With Vocal Refrain
THE TROUBADOURS
No. 21771, 10-inch

Another Kiss—Waltz (from Paramount picture, *Manhattan Cocktail*) With Vocal Refrain
Gotta Be Good—Fox Trot (from Paramount picture, *Manhattan Cocktail*) With Vocal Refrain
NAT SHILKRET AND THE VICTOR ORCHESTRA
No. 21772, 10-inch

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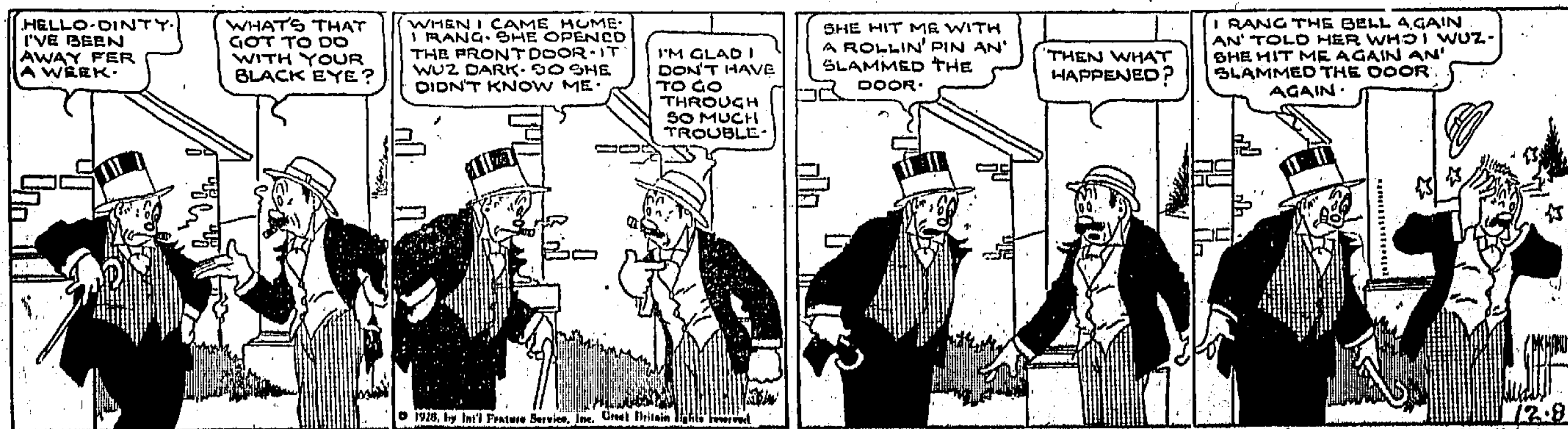
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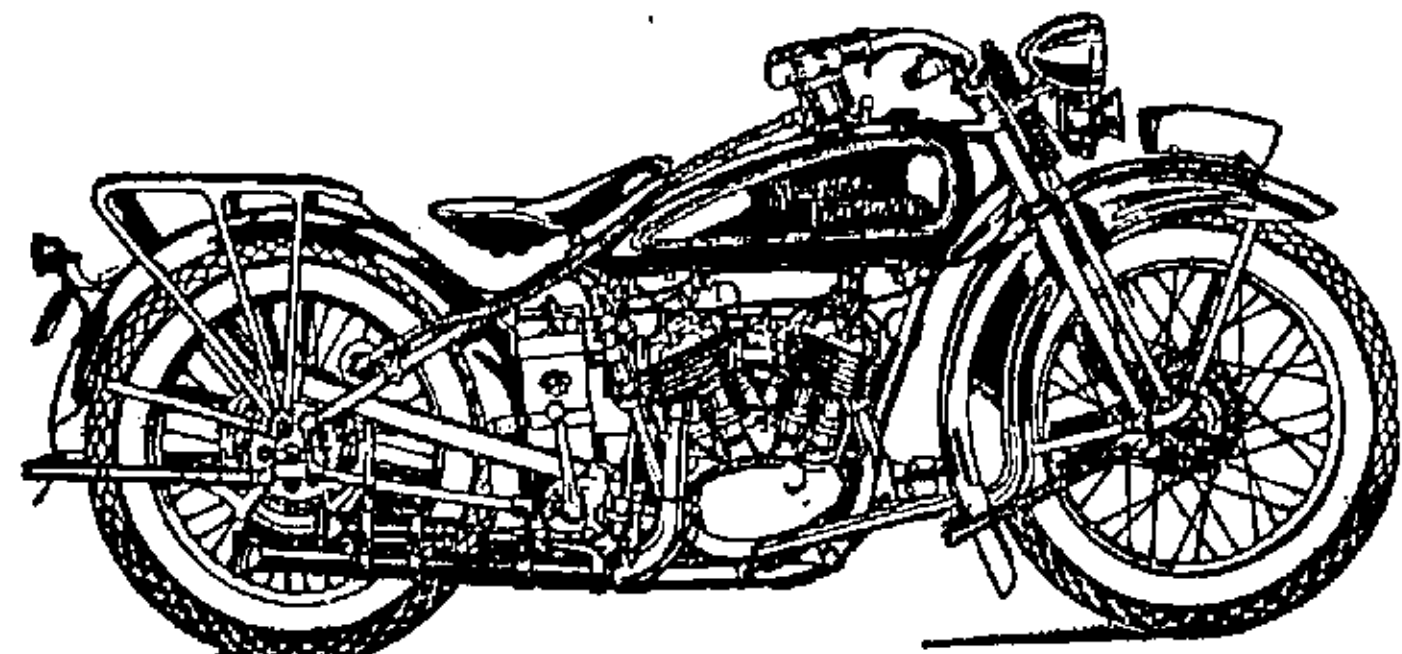
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OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Bus Centenary

Just a hundred years ago the first omnibus appeared on the streets of Paris.

Something Worth Exceeding!

It is hoped to start building a new motor road from London to Brighton next summer. The speed limit will probably be 60 m.p.h.

Had its Day

A two-horse "bus which has run regularly for 50 years between Epworth and Doncaster has just made its last journey and is to be replaced by a motor bus.

Silence by Night

In order that Paris citizens may enjoy quieter nights, the Chief of Police is adopting a suggestion whereby no horns may be sounded between 1 a.m. and 5 a.m.

Shrieking Cellulose

"As far as exhaust noise is concerned, motor cycles may be quieter," writes a correspondent, "but I predict that noise will be as bad as ever during 1929 because the tanks of most machines shout at you."

Illuminated Number Plates

That all motor cycles should carry a red rear light, and that the rear number plates should be illuminated by a white light, is one of the recommendations of the Irish Free State Inter-Departmental Committee on traffic control.

Indian Imports Up

According to the latest figures motor cycling is increasing in popularity in India. During the quarter ended last June, 507 machines—most of them British—were imported. In the corresponding period last year the figure was 430.

Tax by Value

A Bill is about to be introduced in the Panama Assembly establishing import duties on motor cars on a sliding scale based on values and ranging from 15 per cent. to 20 per cent. ad valorem. Second-hand machines will pay the same as new. The present rate for both classes is 15 per cent. ad valorem.

German Recovery

The recovery of Germany, which was stressed so strongly by Mr. Stanley Baldwin, the Prime Minister of England, in his speech at the Lord Mayor's banquet in London in mid week, is reflected in no uncertain fashion by the progress which has been made in the automobile industry of that country.

Exhibitions in Denmark

It has been found necessary to divide into two sections the international motor car and motor cycle exhibition to be held in Copenhagen, Denmark, next year, due to the growing importance of this Danish show. The car section will be held from February 22 to March 3, while that for motor cycles, sidecars, motor boats, lorries, buses and tractors follows a week later.

Ford Men "Doll Up"

Ford dealers in America have been instructed by the Ford Motor Co. to have every employee in service departments, don spotlessly clean overalls each morning. Service men of the Ford Company will be sent out on inspection tours to see that the order is carried out. This is in line with newspaper advertisement of the Company, which have been stressing cleanliness of Ford shops and free inspection service during the first 1,500 miles of driving.

Germany and Used Cars

The national associations of motor dealers and manufacturers in Germany have jointly formed a "Board of Estimate" for the purpose of placing a value on used cars offered in part payment for new cars. Owners desiring so to dispose of their old cars submit their vehicles to the board for valuation. They then receive a certificate bearing a full description of the old car, its condition and current value. The scheme, it is declared, also facilitates the sale of new cars.

An American View

Motoring is doomed, says an American journal, because tomorrow we will fly when we are on business, go submarining for pleasure and walk along moving highways.

The Motor Census

There is one motor vehicle for every 23 people in Great Britain, while one in every 19 holds a driving licence. In 1926 one motor for every 26 people was the figure.

Load Limitations

A proclamation issued on Aug. 6, 1922, by King James I ruled that only vehicles of not more than two wheels, drawn by not more than five horses, were to be allowed on certain roads in England, and no load was to exceed 2,000 pounds, or one ton, in weight. To-day "Heavy Traffic Prohibited" signs which have been posted on many highways call attention to State law or local ordinances, which generally place maximum loads allowed at 22,000 pounds on improved highways and 30,000 on paved city streets and paved county roads.

Five-Speed Gearbox

Staunch devotees of three speeds will be amazed by an American development which takes the form of a five-speed gearbox, all speeds being operated by one lever. So far this box is being made for use only on lorries and buses.

Three-Wheeled Cyclecars

Even three-wheeled cyclecar enthusiasts are beginning to attract German manufacturers to their banner, and a particularly interesting example—with the two wheels at the back and employing tiller steering—was on view at the Berlin Show.

New Motors at Home

A return recently issued by the Ministry of Transport shows that during the three months ended August, 1928, 76,478 motor vehicles were registered for the first time, including:

39,340 cars taxed on horse-power.
22,965 motor-cycles,
9,312 motor goods vehicles and 3,024 motor hackneys.
The gross amount received in payment for road vehicle licences issued during the nine months ended Aug. 31, 1928, was £23,812,115. The total number of motor vehicles, excluding tramcars and trade licences, was, approximately 1,996,000, including 877,000 cars taxed on horse-power, 691,000 motor-cycles, 294,000 motor goods vehicles, and 93,000 motor hackneys.

The Guy Fawkes "Jumps"

Because one of the tyres of a motor cycle involved in a fire at Rotherhithe exploded, it is said that the large number of spectators stamped. The fire was then quickly extinguished.

The Touring Tape

A suggestion has been made that every motor vehicle should be fitted with a speedometer which would constantly record speed on a paper strip, which could be later examined in the event of an accident occurring.

Tokyo League

Leaders of the motor transport business in Tokyo have formed a league for better highways and other projects advancing the cause of automobile travel.

First Aid in France

About 50 huts, staffed with ambulance men and equipped with first aid appliances, have recently been established on the roads of the French Department of Loiret.

Accident Deaths Decrease

A decrease in fatal automobile accidents amounting to 4 per cent. for the first nine months of the year, is shown in the experience of more than 18,500,000 industrial policyholders of the Metropolitan Life Insurance Co. This is the first time in the past 17 years that the automobile accident death rate of the population has shown a decrease in the corresponding period of any year.

If You Drive Yourself

If the rear wheels have locked and are sliding, the speedometer will register zero though the car may be moving fairly fast.

Never pass between parked cars and a street car except when absolutely necessary and then only with extra caution. You may be trapped if a parked car starts away from the curb.

Ice storms are on the cards. If caught out in one, run with the tyres at the minimum pressure for maximum traction.

Run in second gear in traffic if the brakes are not dependable.

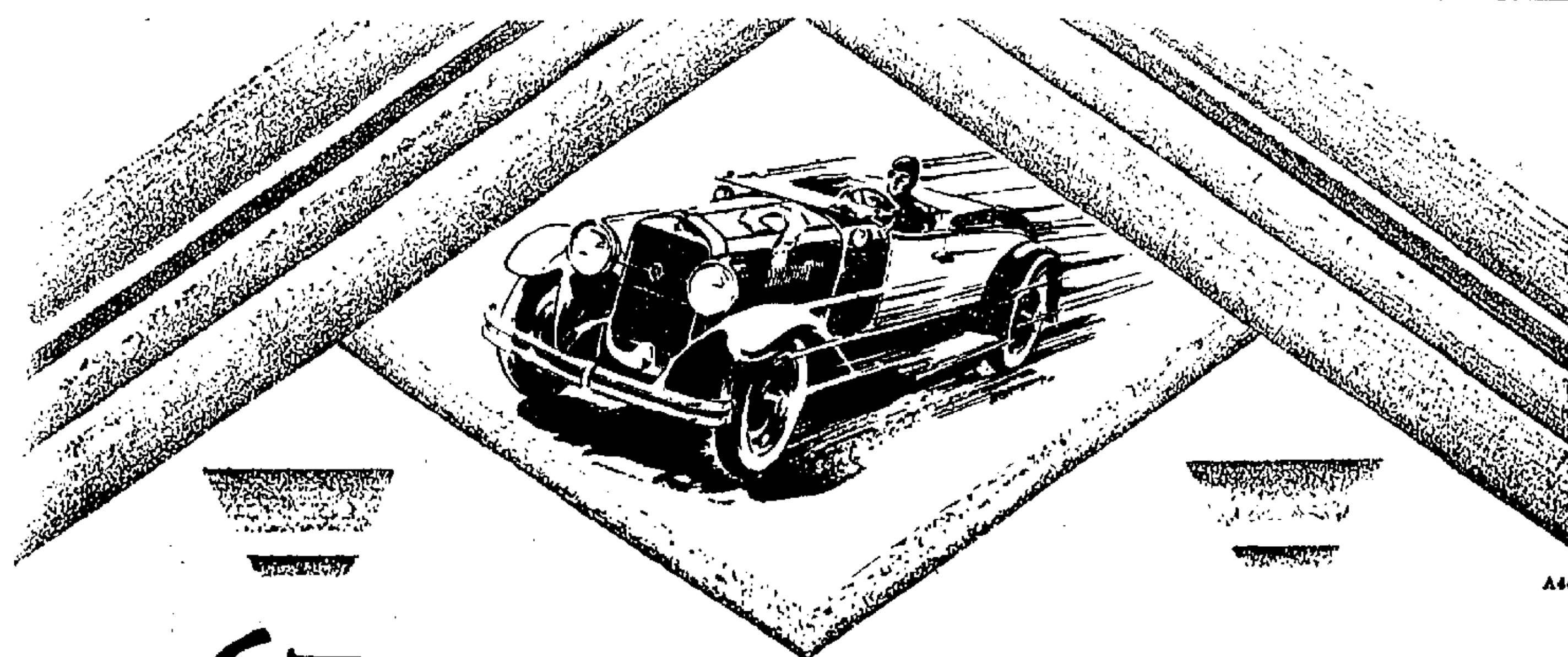
Why not form the habit of putting the cap of the gas tank into your pocket when filling up with gas. You may forget to put the cap back but you'll still have it.

The accelerator mechanism needs oiling occasionally if it is to close the throttle the instant the driver takes his foot from the pedal.

Approaching drivers are not likely to see you signalling for a left turn if you blind them with your head-lights.

Running in second for a block or two in cold weather not only helps warm up the engine but stirs up the gear lubricant and makes shifting easier.

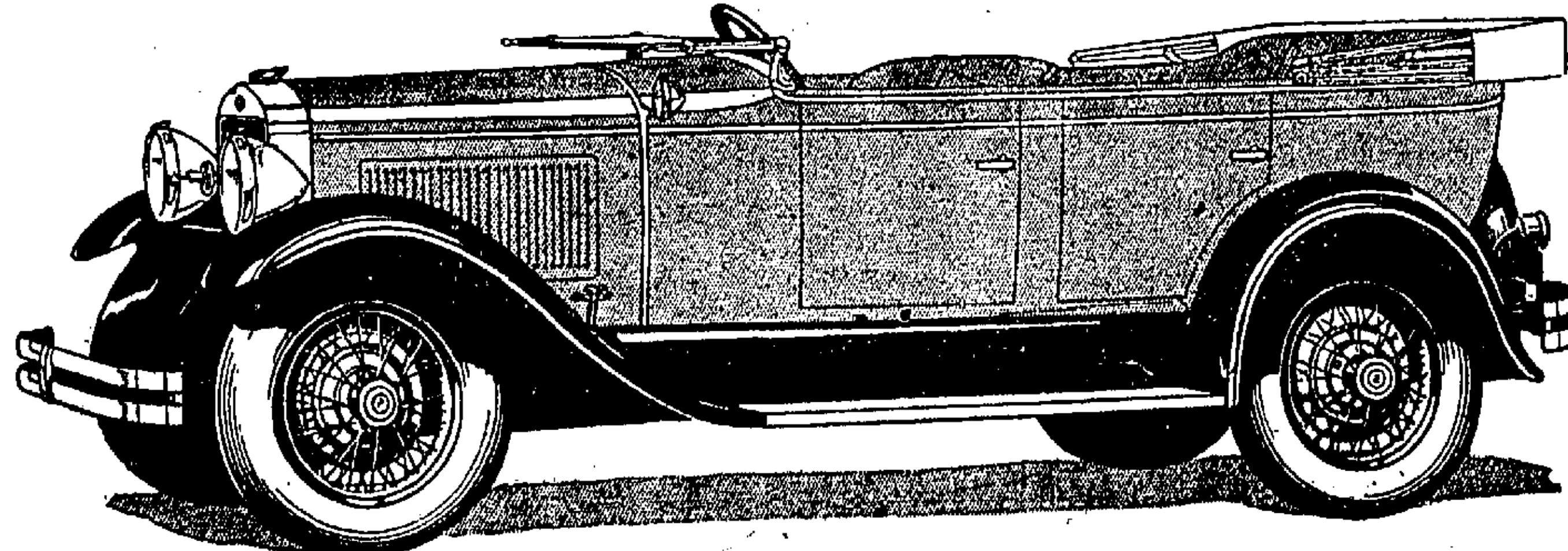
More vigorous use of the brakes will sometimes stop squeaking.



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minutes. The Erskine Six holds 11 official records, won when it raced 1,000 miles in 984 minutes. The Director became champion of its class when it traveled 5,000 miles in 4,751 minutes! Why be satisfied with less than a champion? You can buy a Studebaker-built car similar in every respect to these performance champions, for the cars that made the records were strictly stock models.



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STUDEBAKER

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MOTOR NOTES

Items From Great Britain

THE SLEEPING COACH

A number of the leading British manufacturers of commercial motor vehicles took the opportunity presented by the Scottish Show at Glasgow of exhibiting their latest products, as there is no exhibition of this nature in London this year. The range shown was a very fairly representative one, and on the passenger-carrying side included practically every type of vehicle, even that very modern production, the sleeping coach.

With works actually situated in Glasgow, it was only natural to find Albion vehicles particularly well represented. This concern is probably responsible for the most extensive range, turned out by any British commercial vehicle manufacturer, and the various types are well known in many parts of the world. The 30-cwt. model, with its 24 h.p. engine and 4-speed gearbox, is of a type that appeals to a large number of users; the 24 h.p. engine is, incidentally, fitted also to the 25-cwt. and 30-cwt. models, and some idea of the popularity of these vehicles is gained when it is said that no fewer than 50 overseas governments figure on the list of users of 24 h.p. Albions.

The latest Albion passenger chassis is the Viking, which has a new 6-cylinder engine rated at 30 h.p., but actually developing over 30 h.p. With a powerful engine unit of this nature the most efficient means of deceleration are obviously essential, and therefore a six-brake system has been standardised. The foot brake operates through vacuum servo mechanism on all four wheels, while the hand brake works a separate set of expanding shoes in the rear wheel drums.

Owing to the increase in the output of the Dennis 30-cwt. model to 100 chassis a week, as a result of the completion of the new factory at Gillingham, considerable reductions have been made in the price of this model, as well as various other goods and passenger types fitted with pneumatic tyres.

At Glasgow a very striking exhibit was the 19-seater all-weather coach on a Dennis G type chassis. This was fitted with an ingenious roof so that by turning a handle a fabric section down the centre was opened and folded up at the back. Passengers could thus enjoy fresh air and that water outlook which is so desirable, particularly in July.

An excellent example of British practice in fast passenger vehicles was to be found in the all-weather coach shown on a Star Flier, to seat 24 people. The ohv. 6-cylinder engine has a 7-bearing crankshaft and, besides being particularly free from vibration, gives very good acceleration. A 4-speed gearbox is fitted and four-wheel brakes, while the design of the chassis gives a very low load line. It may be remembered that the King of the Hejaz uses a fleet of Star Fliers for work in the desert.

One of the exhibits at Glasgow was a Thornycroft J.L. type of 6-tonner on pneumatics. During a recent series of carefully observed runs, with vehicles of this type a mileage of at least 6 m.p.h. was achieved when carrying full loads of 6 tons trailer loads in addition varying from 3½ to 6½ tons. Average speeds of 17 to 20 m.p.h. were maintained, too, varying with weather and traffic conditions.

For loads of 10 tons the Latil type N. T. P. lorry and trailer is being widely employed. The lorry itself is constructed to carry 5 tons and to haul a further 5 tons on the trailer, and includes a number of features of direct interest to overseas users. The engine is of 27½ h.p. and forms a unit with the gearbox. There are 5 forward speeds and two differentials are carried in the gearbox casing. A third is carried in a casing bolted to the rear of the chassis frame. The drive is transmitted through the longitudinal differentials to the forward and rear differentials and thence by universally jointed driving shafts to the external toothed final reduction gears which are lockable from the driving seat. On the rear of the chassis frame a spring towing hook is mounted.

The biggest exhibit at the Scottish was the Scammell articulated 8-wheeler, which was the first shown at Olympia last year. The tractor unit has a 70 h.p. engine. This immense vehicle is intended for loads of 15 to 17 tons and, by reason of the design of the oscillating double carrier axles which maintain the wheels in constant contact with the road, the rolling resistance is amazingly low and road shocks are reduced to a minimum. In a 50 miles run over second class roads as much as 132 miles per gallon have been obtained. Apart from the now famous 6-wheeler which has won distinction, the latest product of Morris Commercial Cars has evoked very considerable interest. This is known as the Super 30 cwt. truck, and it is being sold as a chassis, "ex

(Continued at foot of Next Column)

HAZARDOUS TRIP

Cyclist and Cape to Cairo Venture

IN WET SEASON

Can the trip from Cape to Cairo be accomplished on a motor cycle during the wet season? Mr. Eddie Roberts, one of Australia's most popular competition riders, thinks it can, and he has gone to South Africa for the sole purpose of tackling the big trip. He is at present in Johannesburg, and intends starting on his great adventure despite the fact that he has been warned of adverse weather conditions.

During an interview, Roberts made it quite clear that he was not out to attempt to better the record set up by the Chrysler. He was out to get to London in as little time as possible without racing. His journey's end will in all probability be London, where he will put the finishing touch to his trip by a speed burst on the famous Brooklands track.

Roberts stated that the sole purpose of his visit to South Africa was to attempt the Cape-Cairo run on a two-wheeler. He was fully alive to the dangers of such a trip, but was determined to do his utmost to attain his objective. He is a well-known competition rider in New Zealand and Australia. After several years of successful racing there, he took advantage of a holiday and business trip to U.S.A. to ride in the United States "Marathon" for the Indian Trophy. This race is held annually, and is run from Chicago to San Francisco, a distance of 1,800 miles, or as far as from Johannesburg to Capetown and back.

"Eddie" Roberts was successful, and won this classic event with one of his favourite machines, an Indian.

While in Australia, he was a prominent figure on the motor-drome tracks, and did a lot of work for Carnivals, Ltd., the well-known Australian speedway promoters.

His more important feats with a motor cycle in Australia include setting up the Melbourne-Sydney record on one occasion, and gaining highest honours in a severe Australian reliability run. He also drove a motor cycle overland from Perth to Sydney.

It is interesting to record that he will be taking part at Motor-drome, Johannesburg. Although used to heavy-weight machines, he has elected to ride a light-weight Dunlop, which, he says, has recently been putting up some remarkable performances in Australia.

WORLD TOUR

The two adventurous young English-women who propose to drive round the world in an Austin Seven have arrived in the U.S.A. from England and have already traversed much of the mountainous route to San Francisco. Their names are Miss Gladys de Havilland and Miss Mona Eley, and it will be the first time that two women have ever attempted the journey without the help of a man.

"It's going to be great fun," said Miss de Havilland, in an interview. "I'm only taking a revolver in the way of arms. I've never shot it yet, and I am told it is apt to kick. I may need it, though, in Arizona desert, for I believe it is not correct to be seen in public there without at least one 'gun'."

"There has never been such a tiny expedition before. We are taking nothing that is not absolutely indispensable. We hope to complete the globe on the one set of Dunlop tyres; we are carrying only one spare.

"We are also taking a silk tent which folds to a mere handful; and just one suit case into which we have put all our extra clothes—as many garments as possible being silk because of the small size to which they can be folded. We hope to be back in England again about May or the end of April."

BALANCING A FAN

Quite an appreciable vibration and, if the bearing is worn, an annoying rattle can be caused by a cooling fan which is badly out of balance. Should an owner suspect this trouble, the belt should be detached and tests made to see if the fan will remain in any position. If one blade always finds its way to the bottom, it is obvious that it is heavier than the rest, and its edge should be filed until the fan will "stay put" in any position. Only very thin oil should be used in the spindle bearing when the test is being made, otherwise oil drag may cause a misleading result.

works," at a remarkably low price, with pneumatic tyres. A Lucas 5-lamp lighting set and self-starter are included.

AUTOMOBILE SIGNAL

Almost Unknown in London

THE YELLOW LIGHT

According to an article in an overseas motoring publication, the automatic traffic signal, which has already become popular in Johannesburg, and is apt to be extended, is almost unknown in London.

In view of the impending development of automatic signal controls in Johannesburg, the following views of an English motorist may be read with interest.

The increased complication of modern traffic has at last forced the authorities to seek a genuine solution of our troubles, says an English writer. As part of the proposed solution, it was recently announced that experiments would be made with automatic traffic control. This is one of the brightest ideas thought of for some time, for automatic traffic control is not only very simple, but, at its best, extremely effective; nowhere is the scheme better organised than in the United States.

Down the principal thoroughfares of a great many towns over there, and even well out into the country, each cross-road is guarded by signal lamps. For a certain definite period all the signals along the length of a main road show green, and the traffic along that road can flow unimpeded, because the same signals show red towards each by-road leading into it, and the traffic on such road is stopped. At the end of a certain number of seconds the main road lamps change either first to yellow and then to red, or to red straightaway, the lights for the by-roads simultaneously changing to green, whereupon the main road traffic is held up by a limit set by a white line at each crossing, and the by-road traffic then flows across the main road so long as the green signals indicate free passage.

Really Wonderful

The object of the yellow light is to warn drivers that the signals to stop or to go ahead are about to be given. But the greatest ingenuity of the idea lies in the point that the main road signals are set to change at an interval which would allow a car running at, say, 20 m.p.h. to proceed for the full length of the road without stopping if it has started when the first signal on that road changes to green. If the car is going at 30 m.p.h., it may get across the first two crossings, but the signal will be against it at the third.

In the same way the traffic at all cross-roads is held up simultaneously one way or the other so that there is nothing like the number of irritating delays that occur owing to the main road traffic at one crossing being held up while it is released at the next crossing, and so on, as is very often the case under police control.

It is really wonderful to see the flow of cars in, for example, Detroit, what is still more marvellous is that there are no policemen used in the ordinary way, for drivers have realised the immense advantage to themselves which comes from implicitly obeying the lights, and any mutton-headed individual who takes no notice of them becomes exceedingly unpopular. Of course, from time to time there is a policeman at a cross-road, but the great point of the whole scheme is the lack of policemen and the comparative absence of bother.

Out in the country the automatic traffic signal successfully solves the cross-roads problem, for there can be no doubt whatever, in the presence of a warning light, that it is safe to cross or necessary to stop. Quite how this type of signal would suit the English mind it is difficult to say. There seems to be an odd kink in the brains of some drivers which forces them to rebel against anything savouring law and order, and once that mentality is reached nothing short of a policeman armed with very great power can bring order out of chaos. But the fact that there would be the full weight of the law at the back of the whole system might, after a few test cases had been taken into court and suitable fines inflicted, tend to subdue the few obstinate ones to tractability.

\$1,000,000 PLANT IN REGINA

Regina, Saskatchewan Dec. 8. —Arrangements are now practically completed for the opening on December 10 of the new \$1,000,000 plant of the General Motors, which not only will give employment to some 800 men locally, but marks the inception of an entirely new industry in Western Canada. Toronto newspaper advices state that a large party of General Motors' executives "will be in Regina for the opening ceremonies and that R. S. McLaughlin, president of General Motors of Canada, may drive the first car off the assembly line. Besides the assembling of cars, the bodies of two of the popular models of General Motors automobiles will be manufactured in Regina.

COST OF ACCIDENTS

The Toll of the Motor Car

HOSPITAL WORK

Returns received from nearly 100 provincial hospitals show that during 1927 about 26,000 in-patients and 39,000 out-patients were treated as the result of motor accidents, at a cost of £230,000, towards which £26,000 was received from or on behalf of the patients.

Commenting on this huge addition to hospital work, Sir Arthur Stanley says:—"Many people think that the solution of the problem is to be found in compulsory insurance of motorists, but this method has been carefully examined and does not appear to be practicable. Moreover, even if all motorists were insured a large number of people involved in road accidents are not motorists and not insured, and compulsory insurance of motorists would, therefore, only partially meet the difficulty. Personally, I hoped that motorists themselves would come to the rescue by establishing some central voluntary fund from which the hospitals could be helped. The leading motor organisations, such as the Royal Automobile Club and the Auto-Cycle Union, were considering this question not unfavourably in the early part of this year, but, unfortunately, at that time the Chancellor of the Exchequer thought fit to impose a heavy tax on petrol and the moment was obviously inopportune for asking motorists, in addition, to make a voluntary tax upon themselves."

THE FARGO

New Line of Commercial Vehicles

Fargo, the new line of commercial vehicles inaugurated by the Fargo Motor Corporation, a division of the Chrysler Corporation, includes the half ton Parcel model and the three-quarter ton Fargo Clipper model. Both lines are offered in body styles which include delivery, station wagon and commercial sedan types.

Selection of the name Fargo as the designation was made in honour of William C. Fargo, generally accredited with founding the express system as it is known to-day. Fargo was born on May 20, 1818, in Pompey, Oneida County, New York. At 13 he was carrying mail on horseback over a forty mile route, a sideline of which was to transport packages, do errands and execute small buying commissions for people while in nearby villages. In 1844, with Henry Wells and Daniel Dunning, he organized his own express line after having held office as messenger with other companies.

In 1851, most of the leading express lines, including Fargo's were consolidated into the American Express Company and Fargo was elected president, an office which he held until his death. The Wells Fargo Express Company is credited with having much to do with the settlement of America's great west. The "Pony Rider Express" famous in picture, song and story was inaugurated by Fargo. This service would carry a package from the Missouri River to California in a week's time, despite the harassment of the Indians and the hazards offered by the Rockies and the Sierra Nevada mountains.

Fargo died on August 3, 1881, honoured and respected by all for his honesty and integrity, after having seen the express business extended throughout the world.

TALLEST STRUCTURE

The new sixty-eight storey Chrysler building in New York City destined to be the tallest inhabited structure in the world and which will rise on the northeast corner of Forty-second Street and Lexington Avenue, in New York City, is the latest private enterprise of Walter P. Chrysler. The enterprise is not connected in any way with the Chrysler Motor Corporation. The building will tower to a height of 808 feet, 16 feet greater than the famous Woolworth building in New York. The completed building and leasehold estate have been appraised at \$13,780,000. The ground floor of the structure will be occupied by shops and stores and the remaining floors to and including the sixty-fifth will be devoted to offices. Two of the upper floors of the tower will contain a duplex apartment. Above this will come the three storey observation dome constructed of bronze and glass and culminating in the spire. There will be 33 elevators.

The idea of applying super-charges to bus engines is now receiving attention. Increased engine life and better acceleration are the advantages which a super-charger would appear to offer.

DRIVING FAULTS

A Racing Motorist's Confessions

To ask anyone to describe his worst driving fault and what he did to remedy it, is not only ingenious; it is almost diabolical! says Mr. S. C. H. Davis, the well-known English racing driver.

Going back to rather distant days, the worst fault that I knew of and suffered from when first I began to drive cars was a complete inability to change gear.

The moment the lever had to be moved from one notch to another, we had long, straight through, plain quadrants in those days—a numbing influence overpowered my brain, and until the clutch went home jerkily and the car actually began to drive as proof that the gear was in, there was no certainty of thought or of action.

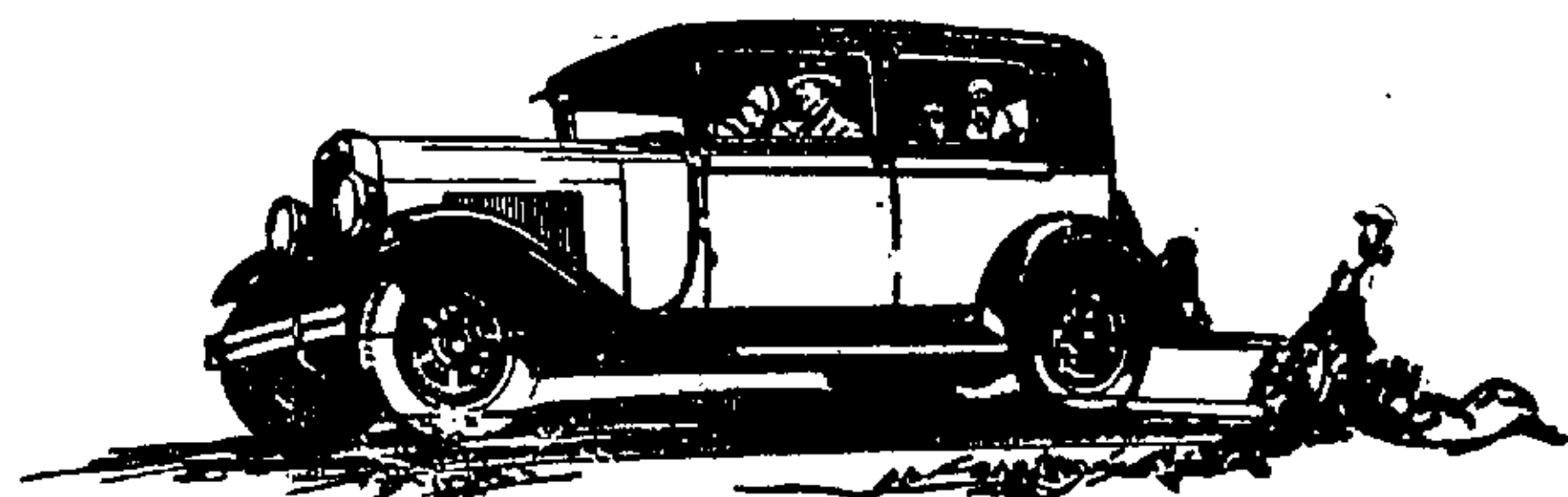
Remember that in those days there was not very much subtlety about changing gear. A big, slow-running engine was allowed to pull uphill until it was palpable that it was not going to continue pulling much longer; at that point the driver just throttled down, declutched, and pushed the lever along the quadrant until he hoped the next gear was engaged.

It was perhaps six months before it began to dawn upon me that it would be more fun to change speed a bit earlier and to experiment to see whether a change down could be made without noise or shock. By that time, of course, the amnesia produced by the act of changing speed, or, rather, of being about to change speed, had been tempered by experience, and the eventual solution of the difficulty was arrived at by going into an erecting shop and taking a very careful look at a gearbox.

It then became apparent that one set of gears would have to be accelerated somehow if it was going to mesh quietly with the other, and that led, in turn, to the change being made not by withdrawing the clutch, but by slipping it. This was remarkably successful, but when, a month or two later, I watched another driver double-clutching, the first time I had seen that operation, and thereafter practised the new method, it proved even better than clutch-slipping.

C. S. Staniland, who is well known as a racing driver at Brooklands, has been accorded the signal honour of being selected as one of the three pilots for next year's Schmeider Cup Competition.

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The VICTORY SIX

BY DODGE BROTHERS

FRICTIONAL SURFACE

"The surface covered by the tracks of a motor car on the road is equivalent only to about one-fourth of the area of metal that the moving parts of the engine and driving mechanism slide over while the tracks are being made," declared Thomas A. Boyd, of the General Motors Research Laboratories, at the recent meeting of the American Chemical Society. He was stressing the functions of lubrication.

"For every mile that the average six-cylinder car runs," he added, "the pistons have to travel more than two and a half miles as they slide up and down inside of the surrounding sheath of cast iron.

"What if all that sliding of metal over metal had to be done without lubrication?"

"Now, one thing that is of the highest importance in any machine for making or converting energy into useful power is lubrication, which is a contribution of chemistry."

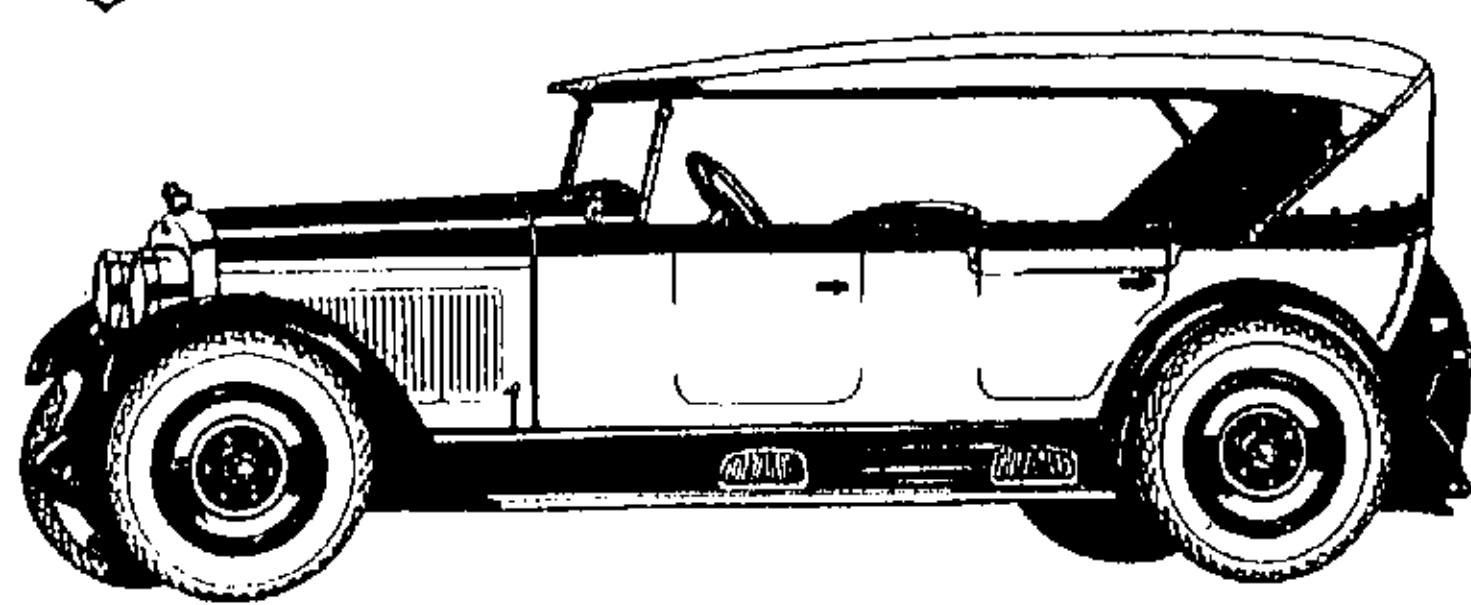
"Unless the rubbing parts of its bearing surface are supplied with some kind of 'smoother' the best machine in the world will not run more than a short time."

The percentage of moisture in the air of a room, it was asserted, is greater on an average than the percentage of petrol in the motor car cylinder.

Petrol, coming in as a liquid, has one-hundredth of a second in which to be vapourised and cause the explosion underlying the operation of a car.



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Nash Advanced Six 7 " " H.K.\$3,200.

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ARMSTRONG SIDDELEY—Hongkong Hotel Garage, Queen's Road, C. 4759.
BEAN—Lane, Crawford, Ltd.
BUICK—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
CADILLAC—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHANDLER—The Asiatic American Co., 11, Queen's Road East, Tel. C. 675.
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHRYSLER—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
CLYNO—Lane, Crawford, Ltd.
DODGE—South China Motor Car Co., 484, Queen's Road, W. Tel. C. 6674.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD—Wallace Harper & Co., Ltd.
HANOMAG—Wai On Tsung, Ltd., China Building, Tel. C. 3313.
HILLMAN—Lane, Crawford, Ltd.
HUMBER—Lane, Crawford, Ltd.
LINCOLN—Wallace Harper & Co., Ltd.
MORRIS—Hongkong Hotel Garage, Queen's Road, C. 4759.
NASH—Wong Siu Woon, 21, Pottinger Street, C. 1474.
OAKLAND—Lane, Crawford, Ltd.
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PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PONTIAC—Lane, Crawford, Ltd.
ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road, C. 4759.
SINGER—Gilman & Co., 4a, Des Voeux Road, Central.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C. 4759.
VAUXHALL—Lane, Crawford, Ltd.
WHIPPET—Gilman & Co., 4a, Des Voeux Rd., C.
WILLYS-KNIGHT—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS—The Asiatic American Co., 48, Stanley Street, Tel. C. 241.
BEAN—Lane, Crawford, Ltd.
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C. 4759.
FEDERAL TRUCKS—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD TRUCK—Wallace Harper & Co., Ltd.
FORDSON TRACTOR—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
GRAHAM—South China Motor Car Co., 484, Queen's Road, W. Tel. C. 6674.
GUY—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS—Hongkong Hotel Garage, Queen's Road, C. 4759.
SPA—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C. 4759.
WILLYS KNIGHT TRUCKS—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C. 1067.
HARLEY-DAVIDSON—Gascon Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.
HUMBER—Lane, Crawford, Ltd.
MONET-GOYON—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.
RALEIGH—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROYAL ENFIELD—A. Lung & Co. 19, Queen's Road C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES—Hongkong Hotel Garage, Queen's Road, C. 4759.
ACCESSORIES—Universal Motor & Supply Co., 22, Queen's Rd. C. Tel. C. 4915.
AUTO-TOTAL FIRE EXTINGUISHERS—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.
COLUMBIA BATTERIES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.
GOODRICH TYRES—Universal Motor & Supply Co., 22, Queen's Road C. Tel. C. 4915.
MARELLI MAGNETO—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
MICHELIN TYRES—Goeke & Co. China Building C. 2221.
MILLER ACCESSORIES—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MILLER TYRES—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
PRESTOLITE BATTERIES—Hongkong Hotel Garage, Queen's Road, Tel. C. 4759.

THE NEW CARS

Open and Closed Coach Work

LATEST DEVELOPMENT

[By The Hon. Mrs. Victor Bruce.]

While the broad question of choice of a motor-car revolves around the desirability of open or closed coachwork, so wide a range for selection is now available that the matter is rather more complicated than appears on the surface. Glistening varnish and impressive proportions—plenty of headroom, and ample seat width still have their uses, just as the cosy, low built and sometimes rather cramped sporting body has its particular appeal.

But it is so fatally easy to be deceived by appearances. The last mentioned type of car is undoubtedly most attractive of appearance; to attempt to use it, however, for those purposes for which the first mentioned vehicle is specially designed would be to court dissatisfaction. A two, or even three, seater coupe, again, is almost ideal, providing it is not necessary to keep the exposed dicky seat in constant service; while a roomy saloon is distinctly not the best when the needs of the owner require that the greater part of the mileage shall be accomplished solo.

Happy Combination

The latest development in coachwork most fortunately caters admirably for these conflicting requirements, and, as his development sometimes called the "sportsman's coupe," is not merely limited to Britain or America, but is just as commonly encountered on chassis of European origin, the purchaser is not limited in regard to mechanical choice.

The sportsman's coupe, happily combines exterior raciness with interior luxury; it as happily provides an ideally suitable vehicle for two or three passengers, or for a full load. In the first place, the roominess and central situation of the main seat prevents that "lost" feeling which is sometimes experienced by the lonely driver of a normal saloon; and in the second place wells for the rear passengers' feet obviate the cramping lack of leg room which rather spoiled early examples of this kind of car.

These four seater coupes are found on all kinds of chassis, both long and short, powerful and modestly-engined, and the definite reversion to the two-door idea not only eliminates much of the liability to rattle and the draughtiness, but even on a relatively small car affords really easy access to either seat.

Sliding Roof

I was particularly pleased to notice, at the recent Olympia show, that the majority of manufacturers have seen the desirability of combining the advantages of the sunshine, or sliding, roof with the new type of coachwork. This materially extends the appeal and serviceability of the sportsman's coupe, since it settles more or less finally the open or closed problem, as well as the two—or four-seater problem.

In addition, the almost universal adoption of the permanent rear luggage trunk, containing two or more suitcases—either the whole trunk, or the interior cases alone being easily removable—on this type of car eliminates the luggage problem most satisfactorily.

From every point of view, therefore, the new type of coachwork solves the purchaser's difficulties; but it has the one limitation of forcing upon him the necessity for choosing a fabric finish. Very few exhibitors at Olympia had ventured to construct coachbuilt examples—I only noticed one.

General Motors



Mr. Fred J. Fisher, Vice-President of Fisher Brothers, Detroit, who may become President of General Motors, succeeding Mr. Alfred P. Sloan, Jr. It is reported that Mr. Sloan will become Chairman of the Board of Directors.

MOTOR-CARS IN TURKEY

Constantinople, Nov. 28.

An agreement has been signed by the Turkish Government with the Ford Automobile Company by which the latter is granted permission to erect an assembly plant at Constantinople. It is understood that the land on which the assembly plant is to be erected will be considered a "free zone," and cars, tractors and component parts will be exempt from Customs duties. In exchange, however, the Ford Company guarantees to employ a certain proportion of Turkish workmen. This plant will serve as a Near Eastern distribution centre for Ford products.

Three red lamps are now fixed to the backs of policemen in Mulhouse (Alsace-Lorraine). The step has been taken because of the frequent accidents to constables.

CAR FOR EACH

Family Vehicles Not Luxuries

THE NEW PHASE

Many will recall that a few years ago the average woman's activities each day were confined largely to the four walls of the home. Man, too, was a slave to his business; outside interests held little of his attention. The activities of the day usually ended for the entire family early in the evening. One car sufficed because social and recreational obligations rarely made any call upon it.

"But contrast the situation of old with that of to-day," says R. B. Commans, manager of the used cars department of the Pacific Commercial Company. "Instead of the man of the house driving down to business with the only car, and using it himself all day, there usually is another car for the wife, which provides the chance for freedom of action, and the opportunity to absorb sunshine and fresh air for herself and children. The man also uses his car, not only for business, but to take him to and from the Country Club, and other outdoor activities." He continued:

"Two cars are no longer a luxury, even with families of the most moderate income. Thousands who have acquired the two-car idea have made the second car a used car. Right now, we have in stock many miles of unused service—factory built-in comfort and satisfaction—which their previous owners haven't touched. We are selling them at prices which appeal to everyone. They range from P150 and up. Some of them have seen severe service but the majority are still in exceptionally good condition and are yet capable of rendering efficient, economical and satisfactory service."

WORLD CYCLISTS IN ACCIDENT

London, Dec. 9.

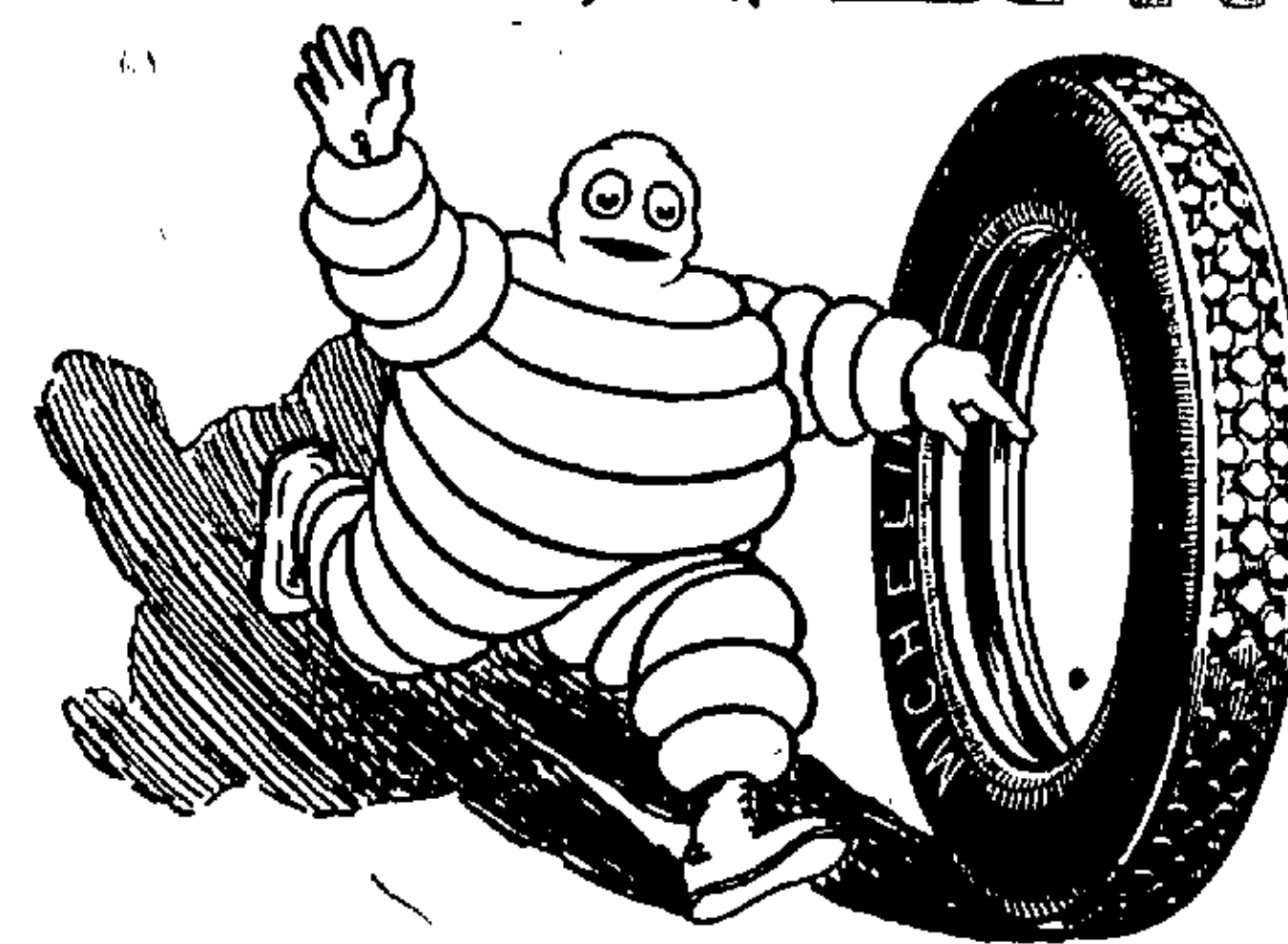
Bimol Mukerji, assistant in the Imperial Bank of India, Calcutta, giving evidence at Bow-street Police Court in a case in which a taxi man was summoned for dangerous driving and failing to stop after an accident, said he and three other Indians had recently arrived in London after cycling via Persia, Turkey, Austria and Germany. They were waiting to continue their journey across Africa. While he was cycling in the West End, the defendant's cab ran into him and carried him in a precarious position for some distance before he was extricated. The cab drove off but an onlooker took the number.

Replying to the Magistrate, Mukerji said one of his companions was ill and another had fractured his nose. The third did not wish to carry on. This was his first accident.

Defendant said that he only drove off after complainant had assured him that it was his own fault and that he was not hurt.

The hearing was adjourned.

According to Dr. Gustav Egloff, of the Universal Oil Productions Company's Research Laboratories, Chicago, there is sufficient oil in sight to last at least a hundred years.



ALL SIZES IN STOCK.

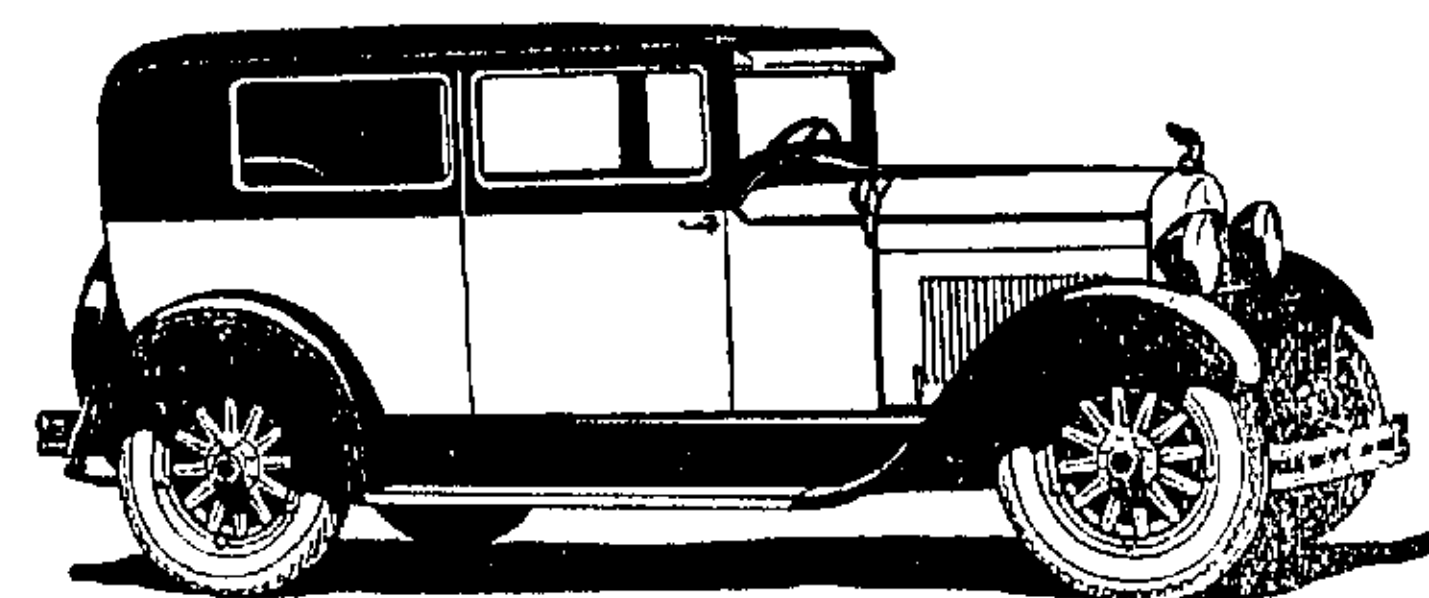
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CHINA NEWS, LOCAL NEWS

and all the NEWS.

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Two Drowned in a Motor-Car Mystery



The chill waters of a Long Island pond disclosed evidence of a mystery when a well-to-do matron and a special policeman were drowned in Mill Pond between Coney Bay and Bayville, L.I. The photo shows the scene in which Mrs. Edith Biss lay at New Hyde Park and Policeman Harry Ireland were sent to their deaths when the machine slipped off the road at a sharp left curve.

This week's issue of the "OVERLAND CHINA MAIL," the only illustrated weekly budget of "local" and "China" news published in the Colony, is verily a bumper one.

It will be doubly welcome to the host of readers who were disappointed on Monday in not being able to secure a copy of the life story of Carvalho Yeo, the centre-figure of the Treasury's \$250,000 episode.

There is the graphic account of the tragic wrecking of the s.s. "Hsinwah" outside Hong Kong's gates.

Two Unofficial members for Kowloon and two more Official members have been appointed to the Legislative Council. This epoch-making event is also described in the "Overland."

Two eloquent speeches on Sino-British relationship were delivered at the University congregation. Both are reproduced in the "Overland" in full.

Other articles include those describing the arrival of two foreign Admirals on official visits, and the landing here of the 1st Bn. the Somerset Light Infantry.

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No. 3A, WYNDHAM STREET—PHONE C.21.

"THE OVERLAND CHINA MAIL."

CHRYSLER EXPORTS

New Corporation of
Detroit

THE PERSONNEL

Announcement has just been made by Walter P. Chrysler, President of Chrysler Corporation and Dodge Brothers Corporation, of the newly organized Chrysler Export Corporation of Detroit. This separate organization will devote its entire time to the development of a closer cooperation with all Chrysler and Dodge Brothers overseas organizations.

The Chrysler Export Corporation will have charge of the overseas distribution of Chrysler Sixes, Dodge Brothers cars and Graham Brothers trucks, the Plymouth and De Soto motor cars and the new line of Fargo commercial cars and trucks.

The advantage of this arrangement to the overseas organizations is obvious as it provides for the most economical and efficient coordination of all Chrysler and Dodge Brothers export business.

The methods and policies which have prevailed in the past and which have been so successful in the overseas distribution of Chrysler and Dodge Brothers products will be continued. But the coordination of all efforts will permit even closer and more specialized attention to the needs and requirements of the overseas markets.

The President and General Manager of the new Chrysler Export Corporation will be E. C. Moore, who for the past four years has been Director of Export Sales for the Chrysler Sales Corporation. Prior to his association with the Chrysler organization he was for many years Sales Manager for the Hudson Motor Car Company and previously Director of Exports of the National Cash Register Company. Mr. Moore has acquired an extensive first hand knowledge of conditions abroad by personal visits to nearly all countries of the world. His experience and leadership give assurance to all Chrysler and Dodge Brothers overseas organizations of sound and practical methods and intelligent cooperation.

The Chrysler Export Corporation will include efficient and experienced men who have been assisting in the development of the overseas organizations of Chrysler and Dodge Brothers. Operations will continue along the same lines as in the past and personal contacts will be much the same as heretofore.

DRIVERS IN CAGES

Chariot Races For
London

The idea of the new sport—chariot racing which will open at Carnute Greyhound track on January 11 in Glasgow, writes a Correspondent of the "Daily Chronicle," originated, I am told, from the chariot racing seen in the film "Ben Hur."

It is claimed that the new attraction will supply more thrills than any other sport ever seen in the country.

The meeting will be opened with a parade of 60 horses, ten drivers, six chariots and six trumpeters all dressed in distinctive costume.

Each race will be of four laps and the thrills will be at the bends, for it is there that the skill of the drivers will be fully tested. Loss of balance may easily result in the driver being thrown out.

There will be six races on each programme; in two there will compete two chariots each drawn by four horses the remaining four races will be contested by four chariots each drawn by two horses.

To ensure fair play all the drivers, ten in number, will be placed in cages in the centre of the ground before racing begins.

When four are required for a race the stewards will release five drivers, who will be conducted to the chariots; at the last moment one driver will be returned to the cage and the remaining four will be allocated chariots by the stewards.

Thus drivers will not know if they will take part in any particular race, and not until immediately before the start will the chosen four know their mounts.

Of the 29,505,475 motor vehicles in the world on January 1, 1928, there were 29 million in the United States with 1,178,000 in the United Kingdom. In order of their use came Canada, France, Australia, Germany, Argentina, Italy, Spain and New Zealand.

WINTER MOTORING

Some Cold Weather
Hints

A LITTLE FORETHOUGHT

The sudden changes in temperature, which are, perhaps, characteristic of our winter weather, often bring a good deal of trouble to the motorist. The unexpected onset of a spell of frosty weather frequently catches the car owner unawares. He has taken no precautions to ensure that the water in the radiator will not freeze and the consequences may be serious, necessitating repairs to both radiator and cylinders.

Yet a little forethought should enable him to avoid damage to the car even in the most severe weather.

Those who park their cars in unheated garages should make a habit of wrapping two old army blankets round the radiator and the bonnet at night. If the car has just been brought in the water will remain warm for a long time, and there is not much chance of it freezing before morning, even in the most severe weather.

In cases where the car is not in constant use, and where the garage is exposed the use of either an electric lamp placed under the bonnet or one of the numerous safety lamps which burn without attention for 24 hours or longer is recommended. They cost about 4s and are thoroughly reliable.

Some people believe in draining their radiators, and in fact, the whole water system, for it is not wise emptying the radiator and not the cylinder block. That is all very well if the car is going to be laid up for the whole of the winter season.

It involves, as a rule, quite a lot of trouble, and is not an operation one cares about tackling after every journey, especially as the water has to be restored to the radiator when it is decided to use the car again. It is far better to adopt one of the other plans suggested.

Anti-Freezing Mixtures.
A new anti-freezing mixture has recently been put on the market and is stated to be excellent and does no harm to cylinders or radiator.

A mixture of one part glycerine and two parts water is quite effective and proof against 25 degrees of frost. The glycerine costs about 15s a gallon.

In America, where much more intense cold is often experienced during the winter, everyone uses an anti-freezing mixture with very satisfactory results.

Many motorists who acquired their cars only last summer are now finding for the first time that after a cold night the engine does not start with the first touch of the electric starter. There was an unfortunate car owner whose average time for getting any response from the engine on cold mornings is 40 minutes, and of course he very quickly "ran down" his batteries.

He was told he had better try an other method than simply abusing the starter.

He now does a little cranking by hand and so helps to free the pistons. Then he floods the carburettor and closes the air strander and a smart "pull up" of the starting handle generally is all that is required.

Incidentally he is careful to keep the points of his sparking plugs free from carbon and set at the correct distance apart.

Some engines have required the application of hot rags to the carburettor and air intake before they elected to show the least sign of life. The more general use of coil ignition has made starting on a cold morning much easier than it used to be. Petrol, too, is very much better than in the early days of motoring.

SO-CALLED TUNING

To-day the motor cycle is the last word in efficiency—until it is messed about. It must be remembered to-day that quite 75 per cent. of the riders who take part in motor cycle races are novices in that their mechanical knowledge is strictly limited, apart from the fact that they are new to racing. The result is—well, look at the result of the last Natal Spruit long distance race. The novice, should be encouraged—but he should not be encouraged to tinker with a £100 job about which he knows nothing, or very little. When one sees expensive 350 machines and even 600 outfits averaging but 40 miles an hour, there is something radically wrong.

United States exports by continent last year were: To Europe 105,359 cars and trucks; to South America, 81,006; to Oceania, 77,533; to Africa, 31,512; to Asia, 21,405; and to Canada, 62,044. Exports for 1928 will reach nearly \$500,000,000, according to forecasts based on sales up to June 30.

EASY TO LOOK AT!

Fisher-Craft on
Pontiacs

BEAUTY OF LINES

No small part of the unmatched value of the new series Pontiac Six in the field of low-priced sixes is due to Fisher bodies.

Because the body of a car comes into much closer contact with the owner and his family and friends Pontiac builders have spared no expense to equip it with bodies of greater sturdiness, smartness and style such as only Fisher bodies can give. Comfort, safety, wide angle of vision, quietness, stylish appearance, quality of materials and fittings place the Pontiac on a pedestal all its own within its price class.

Added to the decided advantages which only Fisher coachcraft imparts, there are the many mechanical improvements to which Pontiac owes its class-leadership, such as the cross-flow radiator equipped with thermostatic control, the big, smooth, moderate speed engine fitted with G-M-R cylinder head, full pressure oiling system, AC fuel pump and filter, crankcase ventilating system, positive four-wheel brakes and many other features of similar importance.

For true beauty of lines and colours, the new series Pontiac Six leaves nothing to the imagination. As an enthusiastic owner said:

"If you are really asking me, I'll venture to say there is no car selling for less than three thousand pesos that can touch my Pontiac. You ought to see its fender sweeping down to the running board. The effect of the hood running straight back from its high radiator is simply captivating. The roof line is low and scarcely higher than your eyes. Really the new series Pontiac Six is not hard to look at!"

MOTORISTS WHO "OWN THE ROAD"

"Mayhew was evidently bent on standing up for his rights, and when he thought he was encountering a road hog he decided that he would teach him a lesson," said Judge Leigh at Manchester County Court during an action for damages to a motor-car brought by a manufacturer's agent, Thomas William Richardson, against Stanley Mayhew, of Longsight.

His car came into collision on the Northwich-Manchester road, and it was admitted that Mayhew dimmed his headlights, but Richardson did not.

Mayhew said that he was travelling slowly, but Richardson was going at nearly 40 miles an hour in the middle of the road.

Judge Leigh pointed out that Mayhew, when asked why he had not gone even further over to his own side, had replied, "why should I have gone over and given up the whole of the road to the other man?"

Here was someone, added the Judge, who, in Mayhew's view, was travelling at an excessive speed and who refused to lower his lights. Mayhew claimed to be a guardian of the decencies of the road, and thought that Richardson must be taught a lesson.

He said he thought both men were to blame. Richardson apparently thinking that the road belonged to him and Mayhew that it was his duty to teach the other a lesson. He gave judgment for Mayhew with costs.

FOR RESEARCH

Construction of a new unit of the South Bend plants to house engineering department offices, and provide increased facilities for the research engineering laboratories, has been announced by the Studebaker Corporation. The new building, which has just been completed, has 161,000 square feet of floor space available for Studebaker's new engineering headquarters. Removal of the laboratories from their present location was necessitated by the increased demand for space in the plants brought about by a steady increase in sales and production.

The announcement states that the research engineering work which has been responsible for the sensational performance achievements of Studebaker and Erskine cars, will be carried on as before in the new laboratories. Provision is being made for the removal to the new building of all of the present research engineering equipment, including the "cold room," where motors and chassis can be tested under extreme conditions of heat or cold; the chassis dynamometer, and the elaborate chemical and physical laboratories.

A new 650 mile highway is being completed in Cuba. It was financed in the United States. The 45,000 motor cars now there have far wider use and it is expected that their number will be greatly increased.

WHEN STOPPING

How to Employ the
Engine

THE SAFE RULE

At a first glance it may appear to the average motorist to be superfluous to write on the subject of stopping a car, as the answer to the problem, on the face of it, seems merely to declutch and jam on the brakes. This method, while being more or less effective in the ordinary way, is not the fastest and safest means of slowing down the speed of a car.

The safe rule, and moreover one that applies at all times, is to use the brake pedal, and to leave the clutch pedal alone until the car has slowed down to a crawl. On a first impression, most drivers will insist that the engine will continue to pull the car, and that the logical way is to declutch.

Next time you are out on a level patch, speed the car up to about 35 miles an hour, then declutch and note how long it takes for the car to slow down to 20 miles an hour. Speed the car again to the 35-mile mark, and just take your foot off the accelerator without declutching. The car will slow down to 20 miles an hour in just over half the distance.

This proves the point that the engine does not continue to pull the car after the throttle is closed, but starts in immediately to act as a brake. Naturally this engine brake, when used in conjunction with the service brake, will pull up the car more quickly.

Engine Braking

There is a peculiar thing about the engine as a brake; it is that the maximum braking effort comes on immediately the throttle is closed, and then decreases very rapidly as the car slows up. On the other hand, the service brakes have their minimum effect when the car is speeding, and gradually increase in force and efficiency as the car slows down. This feature of the engine is invaluable when trying to stop the car on a loose or slippery surface, on which the rear wheels tend to slide when locked. A car that is being braked by the engine will immediately experience a retarding force when the wheels start to slide, and this retarding force reduces the braking effort of the engine, and allows the wheels again to start turning.

A very interesting test was recently carried out on hard sand, using a stock model Morris Cowley. The primary object was to try out the speed of the car—the efficiency of its brakes. The car was speeded up to fifty miles an hour, and the brake and clutch pedals pressed simultaneously. The car came to rest in 90 yards.

The second time after the 50-mile mark had been reached the brake pedal was pressed and the clutch left alone. In this latter test the car stopped in 64 yards. In addition to the shorter distance required for stopping, the car maintained a perfectly straight course without any tendency to side sway, and the front wheels sank into the sand a distance of four and a half inches, as against only an inch and a half in the previous test with the clutch disengaged.

A Stabilizer

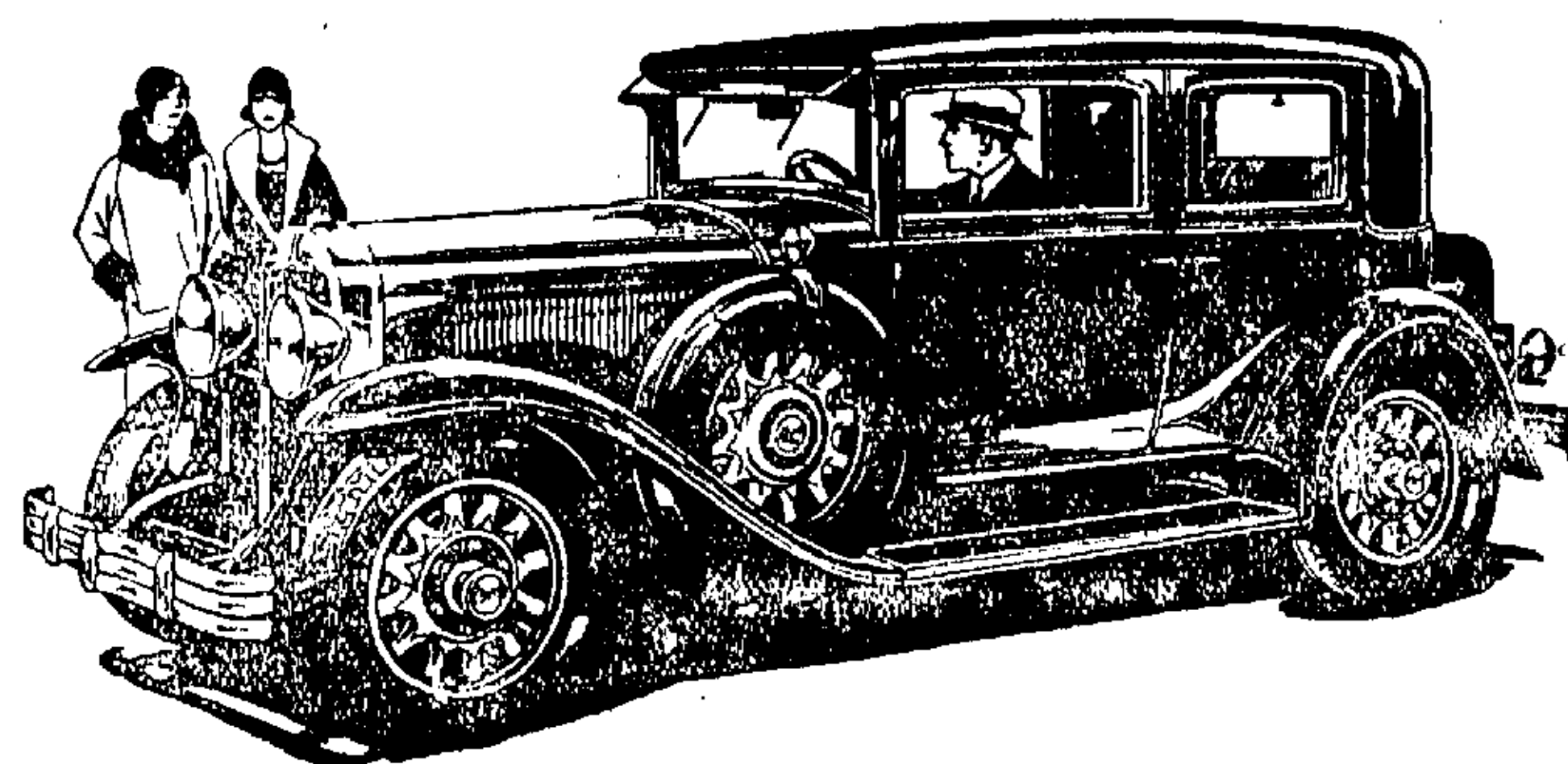
This latter result was brought about through the engine. When the throttle is closed the car actually has to push the engine, and the power developed in this manner is imparted in a twisting effort of the engine which tends to force the front of the car down. That this feature is a great stabilizer was proved in the recent 500-mile races at Indianapolis, in which some front wheel drive cars were used. In effect the front wheel drive produces a similar torque to that previously mentioned, and drivers of these cars stated that they held the road and took corners as though they were on rails. In fact, so stable were they that in cornering drivers had only to use a small amount of the steering lock provided, as against the over-steering that drivers of ordinary cars had to employ. In addition, there was an entire absence of skidding.

It will thus be seen that, as well as being an excellent brake, the engine produces a great stabilizing effect, which is invaluable when trying to stop on any loose or treacherous surfaces.

With a view to solving Manchester's traffic problems a proposal is to be put forward that no trams be run through the centre of the town and that buses shall be substituted for them.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rates 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

The new Buick
is the new Style

Nowhere such beauty and luxury ---- nowhere such pleasing lines and contours ---- nowhere Bodies that equal these new Masterpiece Bodies by Fisher--The entire country is saying, "That's the Style"

Setting an entirely new, a revolutionary, style--introducing what will unquestionably be the trend of smart body-design during the next several years--the new Bodies of the Silver Anniversary Buick are enjoying universal acclaim as the most original and distinctive, as well as the finest and most beautiful ever created by the world-famous Fisher organization!

Here is not only a new car but a new vogue -- a vogue of symmetry, born of gently rounded contours instead of plain straight lines--a vogue of distinction, derived from sparkling colors, brilliant chrome-plated nickel and arresting new roof, radiator and

fender design--a vogue of tasteful luxury, composed of finest mohair velvet upholstery, artistic hardware and fittings and new appointments of comfort and convenience not to be found in any other automobile--

—and the vogue is proving so popular—the motoring public welcoming it so enthusiastically—that this beautiful new Buick continues to outsell all other cars above the very lowest price field by an overwhelming margin!

The entire country is hailing the Silver Anniversary Buick. The entire country is saying, "That's the style!"

The Silver Anniversary
BUICK

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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

ENGINEERING WORK

How Divisional Plant
Has Grown

Foremost among the building operations of the Chrysler Corporation made necessary by virtue of the tremendous growth of Chrysler products, a growth unprecedented in automobile history, is the New Engineering Building which, as part of the Chrysler Highland Park group, located in northern Detroit, Michigan, was recently dedicated.

Devoted specifically to the work of the Chrysler Engineering Organization, this unit is believed to be the largest and finest of its kind in the industry. It is literally a factory within itself where all of the phases of engineering research and development work which go to the creation of Chrysler products are carried out. Not only are plans developed here for changes and modifications in the many different Chrysler models, commercial vehicles and marine engines but every part used in every Chrysler product is subjected to life tests. In addition, research problems initiated in the organization are worked out constantly.

Five years ago the roster of the Chrysler Engineering Department would have included only Walter P. Chrysler, Fred M. Zeder, Carl Breer, Owen R. Skelton and their co-workers, Harry T. Woolson and Oliver H. Clark. To-day the Chrysler Engineering Division, headed by the same men and their associates, includes a huge staff of technical men representing every known branch of automotive design and research.

300 Men

More than three hundred men in the Chrysler Engineering division to-day carry on the work inaugurated by the group who designed and developed the first Chrysler car.

To secure patents on inventions and features of design originated by Chrysler engineers, also to determine whether or not any of the Chrysler inventions infringe on patents which have been issued by the United States Patent Office, a large legal staff is maintained.

Laboratories include the Chemical, Metallurgical, Physical and Electrical where research is conducted to determine in the most scientific way the utmost detail as to the properties of all materials employed.

A trip through the building is an object lesson in the actual construction of a motor car, from the moment that it achieves form as a group of ideas on paper, to the point where it makes its appearance in the show room, which is equipped with facilities, which duplicate daylight conditions so that the car appears as it is actually to be seen

In the Big Events—
it's always

DUNLOP!

AMATEUR T.T.

(ISLE OF MAN, SEPT. 4 & 6)

SENIOR RACE JUNIOR RACE

1ST, 2ND & 3RD. 1ST, 2ND & 3RD.

ULSTER T.T.

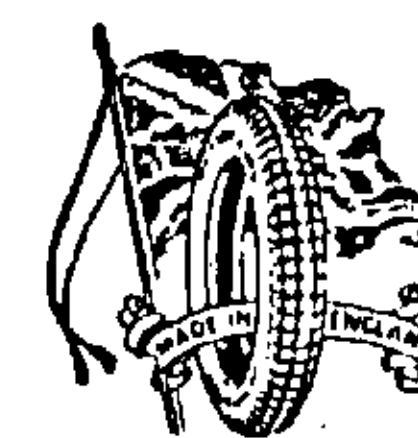
(SEPTEMBER 1ST)

1ST, 2ND & 3RD.

follow the experts' lead—fit

DUNLOP

The tyre triumphant



As British
as the Flag

DUNLOP RUBBER COMPANY (CHINA), LTD.
Pedder Building. Tel. C. 4554.

on the street. Every part of every car so constructed is tested in the laboratories.

The Cold Test Laboratory is one of the most recent developments in the industry. Here the most modern types of temperature-indicating devices and recording instruments determine performance of the automobile in all its units under extreme weather operating conditions. The installation of a

loud speaker and a microphone allow communication in this sound proof room. In the super cold room a two-unit refrigeration machine is capable of effecting a temperature of 80 degrees below zero. Final release for production only comes after every effort has been made to reduce to a minimum the effects of wear under actual driving conditions, with a complete test of every unit in the car.

NEW 1929
GRAHAM-PAIGE
SEDAN and TOURING MODELS
Touring from \$2,300—Sedan from \$2,550.
Sole Distributors for Hong Kong &
South China:
KOTEGATE & CO.
Pedder Building, 3rd floor.
Telephones C. 93 and C. 741.

Hongkong Sunday Herald.

號十二月一年九十二百九千一英 HONG KONG, SUNDAY, JANUARY 20, 1929. 十初月二十 國民華中

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THE WEEK'S NEWS
ILLUSTRATED.
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FOURTH TEST

Happy Augury For English Players

TASMANIA OVERWHELMED

M.C.C.'s Good Bowling in Hobart Match

The Marylebone C.C. cricketers are still showing fine form in Australia and their latest victory augurs well for the Fourth Test Match which is to open at Adelaide shortly.

At Hobart, says Reuter, the Englishmen defeated Tasmania by an innings and 64 runs. Scores: Tasmania (1st innings) 66 runs, J. C. White 3 wickets for 12 runs, G. Geary 3 wickets for 6 runs, (2nd innings) 93 runs.

M.C.C. (1st innings) 223 runs, Ames 100 not out.

JAPAN'S ENVOY

Mr. Yoshizawa Arrives in Shanghai

SEVERAL DAYS' VISIT

Shanghai, Yesterday.

Mr. Kenkichi Yoshizawa (the Japanese Minister to China) arrived here this afternoon but it is understood that he will be staying here two or three days before proceeding to Nanking, the Chinese capital. Reuter.

Japan declares that Mr. Yoshizawa's visit is in connection with the settlement of outstanding issues between Japan and China, it having been announced that Japan has accepted China's new Tariff to come into force on Feb. 1. A Nanking Foreign Office spokesman, however, said that there is some suspicion that Mr. Yoshizawa's object may be to tide over the opening of the Japanese Diet.

Understanding Reached

Nanking, Yesterday.

With reference to the Tokyo cablegram yesterday it is learned from authoritative sources that no agreement of any sort between China and Japan is ready for signature, but an understanding has been reached so, when the new tariff becomes effective, no opposition will be forthcoming from Japan.

The Chinese Government's Note in regard to tariff autonomy which was sent to the Powers was first returned by Japan. Later the Note was again dispatched and accepted by Japan, whose acceptance is interpreted here as signifying Japan's recognition of China's tariff autonomy.

It is stated that the position of the Chinese Government remains firm that Japan must withdraw her troops from Shantung before China enters into formal negotiations or signs any agreement with Japan.—Reuter.

FATAL BRAWL

American Faces Murder Charge

TROUBLE ABOARD SHIP

As a result of a midnight quarrel aboard the Standard Oil Company tanker "Royal Arrow," on Friday, L. Pederson, a seaman, will face a charge of murder at Kowloon Magistrate on Monday.

Pederson and a companion, John Zetterberg, are stated to have been under the influence of drink when the brawl commenced. Words led to threats, and finally, it is alleged, Pederson struck Zetterberg a terrible blow on the base of the skull with a full bottle of beer.

Death was almost instantaneous, although it was at first thought the man was not seriously hurt. A doctor who was sent for, however, found Zetterberg already dead.

It is stated that there were several eye-witnesses of the affair, which took place in a cabin aboard ship.

The body was removed to the Kowloon Mortuary yesterday, where a post mortem examination was held.

The "Royal Arrow," 4,800 net registered tonnage, arrived at 5 p.m., on Friday, from San Pedro, California. At the time of the incident she was lying alongside the Standard Oil Company's wharf at Laiklikok.

A. Wheeler, of the staff of Theos. Cook & Son, Ltd., is progressing favourably after an operation for appendicitis.

SASSOON CUP

(Continued from Page 1.)

Target was favourite at 5 to 3 on, and the odds were nearly upset.

3.—Winter Handicap, about 1 1/4 miles on National course. Winner \$75, 2nd \$25. For China ponies. Entry \$5.

Mr. Hashim's My Lady 168 lbs. 1
Lt. Col. Comyn's Little River 160 lbs. (Mr. Morgan) 2
Mr. Stanton's Loch Rannoch 152 lbs. (owner) 3

Lt. Col. Comyn's Borderer 155 lbs. (Mr. Clark) 0
Mr. Richardson's Pekin 151 lbs. (owner) 0
Major Lake's Tap Siae 150 lbs. (Mr. Clarke) 0

Dr. Pierce Grove's Siang River 157 lbs. (Mr. Cave) 0
Pari-Mutuel: Winner \$7.20. Places: 1st \$6.10, 2nd \$10.30, 3rd \$7.20.

Winner Places
My Lady 126 117
Loch Rannoch 32 60
Borderer 19 60
Tap Siae 9 29
Little River 4 25
Siang River 6 15
Pekin 6 8

My Lady, the Macao stallow, with Mr. Charles up, was made a hot favourite. This pony won easily, breaking into a canter many lengths ahead of the second pony long before the winning post was reached.

Tap Siae led at the fall of the flag, but pulled out after half the journey had been covered. Pekin also ran wide and could not be held.

Borderer, the second favourite, was third about a quarter mile from home, but Mr. Clark, in taking the third last hurdle, was thrown. Little River at that stage was running strongly.

After Borderer's fall the fight for third place evolved into a battle between Loch Rannoch and Siang River, the former just getting there.

4.—Grand Military Cup, about 2 1/4 miles on National course. For a challenge cup presented by Sir Victor Sassoon, Bart., to be held for one year. Winner to receive a replica of the cup, 2nd \$50. For China ponies the property of Jan. 1, 1929, of officers of H.M.'s Forces or members of H.K.V.D.C. Weight for inches as per scale. To be ridden by officers of H.M.'s Forces or members of H.K.V.D.C. Entry \$5.

Mr. Shillington's Ace of Spades 158 lbs. (owner) 1
Mr. Macnamara's James Pigg 155 lbs. (Mr. Margown) 2
Major Lake's As You Like It 158 lbs. (Mr. Scott-Elliott) 3

Mr. Mattingley's Dumbell 158 lbs. (owner) 0
Lt. Col. Comyn's Grey Eyes 155 lbs. (Mr. Morgan) 0
Dr. Macgown's Honeymoon 155 lbs. (Mr. Durran) 0

Mr. Clarke's Kiangsu 158 lbs. (owner) 0
Pari-Mutuel: Winner \$8.60. Places: 1st \$6.10, 2nd \$7.20, 3rd \$9.90.

Winner Places
Ace of Spades 142 133
Grey Eyes 49 75
James Pigg 40 69
Dumbell 19 34
As You Like It 16 31
Kiangsu 3 11
Honeymoon 4 8

Ace of Spades, as generally expected, had little difficulty in annexing The Grand Military Cup from a field of seven starters. From the start the winner took the lead and was never headed, winning comfortably.

James Pigg and Durham were the only ponies which at any time during the race was within measurable distance of Ace of Spades. For the first three-quarters of a mile, both these ponies flattered, but Durham threw his jockey twice over successive fences after the first mile and gave up. James Pigg found the leader's pace too hot, and had to be satisfied with second place. As You Like It wiped off arrears with a burst at the closing stages to finish within a length of James Pigg.

Early in the race Honeymoon became a defaulter. Grey Eyes was third when Mr. Morgan was unseated; the rider remounted and finished fifth behind Kiangsu.

Ace of Spades was another odds on favourite.

5.—"Good Resolution" Stakes, one round on inside course. Winner \$75, 2nd \$25. For China ponies that have started at Kwantli this season. Weight for inches as per scale. Winners this season at Kwantli of an open race 12 lbs. penalty, of any race, 7 lbs.

A HEAVY BURDEN

Big Deficit in German Budget

NEW TAXES

Increased Reparations Obligations Responsible for Position

Berlin, Yesterday.

An increase in existing taxes to help to meet a deficit of 600,000,000 marks in the Reich ordinary Budget for 1929 is foreshadowed. The Finance Minister proposes to raise 165,000,000 marks from beer, 90,000,000 from spirits, 20,000,000 from the heritage tax and 104,000,000 by a 20 per cent. increase in the property tax.

The Minister doubts whether the new burden is bearable beyond a year. The 312,000,000 marks of deficit has been caused by increased reparations obligations.—Reuter.

EDITOR DIES

New York, Yesterday.

The death is announced of Mr. Casper Whitney, the well known American editor and war correspondent.—Reuter's American Service.

FOCH IMPROVES

Paris, Yesterday.

A bulletin states that Marshal Foch's condition has slightly improved. Reuter.

penalty. Ponies that have started at this meeting allowed 5 lbs. Forced entry \$5.

Messrs. Stanton and Reidy's Mowgli 156 lbs. (Mr. Reidy) 1
Mrs. Charles' May 162 lbs. (Mr. Charles) 2

Mr. Maas' Caviare 160 lbs. (Mr. Watson) 3
Mr. Watson's Blotting Paper 155 lbs. (Mr. Macgown) 0

Mr. Hawke's Sheila 147 lbs. (Mr. Sugden) 0
Mr. Potts' Social Call 167 lbs. (Mr. McCartney) 0

Mr. Bjuke's Solitaire 153 lbs. (Mr. Fischer) 0
Major Lake's Tap Siae 150 lbs. (Mr. Clarke) 0

Mr. Mattingley's Tarzali 184 lbs. (owner) 0
Pari-Mutuel: Winner \$6.00. Places: 1st \$5.50, 2nd \$7.00, 3rd \$9.80.

Winner Places
Mowgli 135 131
May 18 36
Blotting Paper 12 24
Tap Siae 4 20
Caviare 3 15
Solitaire 3 9
Sheila 3 8
Social Call 4 7
Tarzali 1 1

Although the favourite only paid 5 to 1 it was a popular victory and a fine race with an exciting tussle for the other two places.

Blotting Paper and Solitaire kept Mowgli company at the beginning but the winner had no difficulty in shaking them off and was pulling up early in the straight.

Five others ran neck and neck in the finish, Mr. Charles' experience on the straight standing him in good stead and he brought May in second. Caviare was third, hotly pursued by Sheila, Blotting Paper and Solitaire, in the order named.

Officials
Patron:—His Excellency, Sir Cecil Clementi, K.C.M.G.

Honorary Stewards:—His Excellency, Vice-Admiral Sir Reginald Y. Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L. (Oxon.), His Excellency, Major-General C. C. Lauder, C.B., C.M.G., Commodore R. A. S. Hill, R.N., Hon. Mr. W. T. Southern, C.M.G.

Stewards:—Hon. Mr. R. D. F. Beith, Mr. H. B. L. Dowbiggin, Mr. R. M. Dyer, Lt. Col. G. K. Hall Brutton, Hon. Mr. C. G. S. Mackie, Mr. H. H. Priestley, Hon. Mr. W. E. L. Shenton, Hon. Mr. F. Sutton, Mr. H. P. White.

Judges:—Hon. Mr. C. G. S. Mackie, Mr. F. Sutton.
Starter:—Mr. W. D. Fiddes Wilson.

Handicapper:—Mr. C. M. S. Alves.
In charge of Paddock:—Mr. H. B. L. Dowbiggin.
In charge of Scales:—Mr. F. Sutton.

In charge of Cash Sweep and Pari-Mutuel:—Mr. E. M. Hazeland. Joint Masters:—Mr. H. Birket, Dr. F. Pierce-Grove.

Clerk of the Course:—Dr. F. Pierce-Grove.
Secretaries and Treasurers:—Messrs. Thomson & Co.

SWIMMING

Arne Borg's Success in New South Wales

NEW WORLD'S RECORD

Sydney, Yesterday.

Arne Borg, the Swede who took part in the Olympic Games, won the third New South Wales swimming title this week by taking the



Arne Borg

half-mile to day and creating a new world's record in 10 minutes and 27 seconds.

The previous best was the Australian, Charlton's 10 minutes and 32 seconds in 1927.—Reuter.

SHIPPING MAGNATE

Death of Head of Ben Line

ON BOARD A LINER

London, Yesterday.

The death occurred on Thursday on board the steamship "Nestor," whilst en route to South Africa, of Lieut. Colonel Sir James Wishart Thomson, K.B.E., the well-known shipowner connected with the Ben Line of Steamers, Ltd., and who was Shipping Controller for India and the Far East in 1917-18. He would have been 58 years of age on July 30 next.—Reuter.

NOTED MONARCHIST

Death of Liang Chih-Chiao

CABINET ACTIVITIES

Peking, Yesterday.

The death has occurred of the famous Monarchist, Liang Chih-chiao, who was Minister of Justice in 1914 and Minister of Finance in 1917.—Reuter.

Death of Liang Chih-Chiao

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A BOMBHELL

Injunction for General Booth

COUNCIL DELIBERATING

London, Yesterday.

The news of the grant of an injunction restraining the appointment of a successor to General Booth dropped as a bombshell among the members of the High Council which are deliberating on the matter.

Commissioner Haines, who was vice-president of the Council and a member of last week's deputation to General Booth, died shortly after.

The Council thereupon adjourned until January 22 without comment.—Reuter.

Earlier Cables

London, Friday.

The Chancery Division has granted an application for an injunction restraining the appointment of a successor to General Booth until Jan. 21 when the matter will again be brought up.

Commissioner Haines, managing director of the Salvation Army Assurance Society, died suddenly during the afternoon meeting of the High Council.—Reuter.

ARMS FOR BOLIVIA

2,000 Cases Aboard A German Vessel

ARGENTINE SEIZURE

Buenos Aires, Friday.

The authorities have seized 2,000 cases containing rifles, which were consigned to Bolivia. The cases were aboard the German steamer "Saehnewald" anchored at Santa Fe.—Reuter's American Service.

FUTILE SEARCH

No More Survivors of Wreck

PLANES OUT YESTERDAY

Other Parties Fail to Locate Victims

Although two Royal Air Force planes from Kai Tak were out again yesterday morning, paying special attention to the Pu Toi group of islands (in British waters) and scouring as far south as the southernmost extremity of the Ladrone group of islands (in Chinese waters), no further survivors of the Chinese "Hsinwah" wreck had been sighted.

Other searchers by sea and fishing boats which returned to port yesterday also had nothing fresh to report, not even bodies of other victims having been discovered.

Reward For Fisherman?

The "Kung Sheng Yat Po" reports that the directors of the Tung Wah Hospital are to consider the suggestion of a reward of \$500 to a fisherman who distinguishes himself in rescue work.

A cable from Nanking says that Mr. Wang Peh-chun (the Minister for Communications) has cabled to the Superintendent of the China Merchants' S.N. Co.'s head office in Shanghai, "saying that the wreck of the 'Hsinwah' proves that the proper men have not been employed."

"The Superintendent and the head of the Shipping Department can hardly escape their responsibility," the message adds. Further, each of them will have "a big black mark" recorded against him. Meanwhile they are to push on and be responsible for rescue work.

Steward Found

On Friday afternoon the saloon steward, Li Wing-po, a native of Shanghai, was conveyed in a fish-junk and removed to the Government Civil Hospital.

He, the saloon cook, and a seaman were the only three of several that remained on a raft when it reached Hak Chau Shan Island on the afternoon of Wednesday, about 12 hours after the "Hsinwah" went down 20 miles away. The saloon cook climbed up and was rescued the next morning. The steward and the seaman did not get on the rocks until Wednesday night. Next morning the steward saw the cook taken off without knowing of his (the steward's) presence. The seaman lost his reason and returned into the sea to perish during the night.

After being on the barren islet until Friday morning, the saloon steward was sighted by fishermen in a low-lying position and saved. The junk reached Hong Kong on Friday afternoon.

As the arrest took place on Friday afternoon, and as a person cannot be detained for more than 48 hours without a charge being preferred against him, indications naturally are that the arrested man will be produced before a Magistrate to-morrow.

Connected with the man's arrest there is another story which is given here for what it is worth. It is averred that the broker's runner who gave the arrested man away, got into trouble with the Police about six months ago in connection with an opium deal, and when he was charged at the Magistracy was described as a broker. It is further alleged that his downfall was the result of information given by the man whom he has now placed in the hands of the Police, thus paying him back in his own coin.

TEAPOT DOME

The Rockefeller & Col. Stewart

STRONG OPPOSITION

New York, Friday.

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AFGHANISTAN

Amanullah Lowers His Standard

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SHARE SENSATION

Britain's Co-operation With Japan

A "CONCORD" SOCIETY

Recasting of Policy Towards China

Osaka, Yesterday.

Regarding the visit of the British Ambassador to Osaka on January 25 there will be a banquet to the guest of honour by local business men.

There is renewed advocacy for co-operation between Britain and Japan. Furthermore, it is proposed to establish a Brito-Japanese Society here on similar lines to the British Society in Tokyo.

The "Asahi" welcomes the Ambassador and hopes that relations will be further cemented, but it utters a warning against the possible misinterpretation that Japan desires closer Brito-Japanese co-operation in order to enforce oppressive measures against China.

The paper goes so far as to say that in view of Great Britain's liberal policy relating to China, the recasting of Baron Tanaka's policy is a sine qua non of closer Brito-Japanese relations.—Reuter.

Alleged Forged Scrip

In the meantime, the Police were communicated with, either by the broker or his runner, who made the allegation that the seller was attempting to utter a forged scrip for 500 Tram shares which he had offered the broker.

Accordingly, at the appointed hour on Friday afternoon, a detective concealed himself in the broker's office and overheard the execution of the transaction for the transfer of the 500 Tram shares. The detective revealed himself after the scrip and money had changed hands, and placed the seller under arrest.

Armed with the names of the broker, his runner and the seller, the "Sunday Herald" man made further inquiries in the usual official channels. From the Police he failed to get either an admission or a denial of the story. A law officer of the Crown, however, admitted, when questioned, that he had heard of the arrest, but he did not know any names.

For obvious reasons, therefore, in giving the story, which is undoubtedly true, we have withheld the names of the persons concerned.

As the arrest took place on Friday afternoon, and as a person cannot be detained for more than 48 hours without a charge being preferred against him, indications naturally are that the arrested man will be produced before a Magistrate to-morrow.

Connected with the man's arrest there is another story which is given here for what it is worth. It is averred that the broker's runner who gave the arrested man away, got into trouble with the Police about six months ago in connection with an opium deal, and when he was charged at the Magistracy was described as a broker. It is further alleged that his downfall was the result of information given by the man whom he has now placed in the hands of the Police, thus paying him back in his own coin.

TEAPOT DOME

The Rockefeller & Col. Stewart

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